

Jim Crow Car Laws - 1919.

# ALABAMA WHITES RESENT

## PRESENCE OF NEGROES

## IN SLEEPING CARS

## ATTACK GOVERNMENT OWNERSHIP ON EQUALITY POLICY

(By the Associated Negro Press.)

Birmingham, Ala., July 24.—The white south is slipping in its propaganda of race hatred and injustices. In fact, it is dying and the death is anything but peaceful, as may be attested from the very descriptive statement of one W. C. Fellows, white, who is very much "het up" over the Railroad Administration permitting colored people to occupy Pullmans. The ASSOCIATED NEGRO PRESS has investigated the persons referred to by Mr. Fellows and learns that they were people of the highest intelligence, college graduates and in every way, demonstrating refinement and culture. But, hear what and every word of it is true.

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train was well lighted with this exception. White men were allowed to congregate in the Negro coach and stand in the way of passengers entering. These white men stood and talked and drank, smoked and did as they liked, while the conductor said nothing.

This kind of treatment is what is causing dissatisfaction and resentment on the part of the Negro.

## TO MAKE FIGHT FOR EQUAL

## R. R. ACCOMMODATIONS

(Special to THE NEW YORK AGE)

WASHINGTON, D. C.—When Congress convenes the Colored American Council will work for the passage of a bill to amend an act, entitled "An act to regulate commerce," approved February 4, 1887, and all acts amendatory thereof by providing for equal and identical rights, accommodations and privileges for all persons applying for interstate transportation, and prohibiting discrimination on account of race, color or previous condition of servitude, and for other purpose.

The bill was introduced in the last Congress by Representative Madden. Officers of the council are H. Lassiter, chairman; L. M. Hershaw, vice-chairman; J. E. Johnson, secretary, and G. H. Murray, counselor.

SENATE TO TEX EXPRES  
JANUARY 10

## NEGROES WANT "JIM CROW LAW" ENFORCED ON CARS

Traction Officials Asked by Welfare League to Change "Jim Crow" Sign on Seats.

Officials of the San Antonio Public Service Company have been requested by the Colored Welfare League of this city to co-operate with negro patrons of the street cars in the observance of the "Jim Crow" law, a petition having been presented to Assistant Manager Fred J. Johnston Friday by members of the league who claimed that their race wished to abide by the ruling governing the segregation of negro and white passengers riding on trains and street cars, and that they felt that white people should also give proper consideration to the rights of negroes residing in the city.

Assurance was given Mr. Johnston that any infractions of the law on the part of the negroes would, if called to the attention of the league, be thoroughly investigated and proper steps taken to remedy the situation.

The petition further requested of the traction officials the removal of the large signs, "for negroes," from the backs of seats in the street cars and the substitution of smaller signs which would be suspended over the segregated seats near the top of the windows.

Although no serious trouble has occurred in this city between white and negro passengers since the troop movement to the border in 1916 brought large numbers of negro soldiers here from the North, Mr. Johnston says that trainmen are often called upon by negroes to provide seats for them when cars are crowded to capacity by white passengers. Many of the conductors refuse to ask white people to give up their seats, although they may be occupying what is known to be the section of the cars reserved for negroes, thereby causing the negroes to feel that their rights are not properly respected.

## CONGRESS AND THE MADDEN BILL

For several recent years Representative Madden representing colored constituency in Illinois has introduced measures in Congress asking for legislation against the Jim Crow Car laws in Interstate traffic. The attempt last week was lost when only twelve representatives, one of them a Democrat voted for the bill, which would make travelling conditions equal and identical.

The time has come when the Republican members of Congress need to have some plain talking from their constituents back at home. The present Congress, which defeated Wilson's project for a League of Nations, and repassed the daylight saving bill within forty-eight hours after it had been vetoed by the Chief Executive, can pass any bill that the Republican leaders propose. It is only necessary to have the word pass down the line that the Republican leaders sanction the piece of legislation and the hands of the Democrats are tied.

With this state of affairs, the Senate must act favorably on the Madden amendment when the Railroad bill comes up in December, or Republicans will have to do some explaining to the colored voter. The excuse cannot be given that colored people of the South are the only ones affected by the Jim Crow Car Laws of the South. The fact is that between Baltimore and all points South colored people can get neither eating or sleeping accommodations. They must carry lunches or go hungry, sleep in the day coaches or go sleepless. There is no reasonable excuse for this condition that Congress can give or that the colored people will accept.

## COLORFUL PEOPLE RAIK AT JIM CROW LAW

What the police authorities call the persistent practice of colored people in ignoring the street car regulations in Norfolk resulted in one arrest yesterday afternoon and a near-riot last night on a Lambert's Point car at Colonial avenue and Olney Road.

O. W. Watts, who was arrested by Officer Allen on the complaint of an Atlantic City car conductor, was dismissed in police court today for lack of evidence. He started a commotion at the corner of Granby and Charlotte streets, when ordered by the conductor to change his seat, so the conductor told the court.

The free-for-all fight on the Lambert's Point car started when a colored man sitting in a front seat refused to move to the rear when asked to do so by the conductor. E. J. Hahn, a second-class cook at the Naval Base, was cut in the thigh by an unidentified colored man and was sent to St. Vincent's hospital by Capt. R. M. Dozier, of the Second precinct.

According to the police report a sailor asked the negro sitting on a

front seat to move to the rear. Ladies were standing in the car and the colored man refused. He also refused when the conductor appeared on the scene to request him to change his seat. The sailor jerked the colored man to his feet and this was the signal for the colored men on the car and the sailors to mix things up.

Angered uniformed men tried to electrocute the colored man by placing him in contact with the feed wire, but they were ordered to desist by a naval officer, who was attracted to the scene.

Special Officer Thomas B. Hatton, of the health department, who was nearby, sent a hurry call to the police and a patrol wagon load of officers were quickly dispatched to the scene. Those in the melee had disappeared when the police arrived and no arrests were made.

## Damage for Wounds Received in Enforcing The "Jim Crow" Car Law

Little Rock, Ark., November 8.—In the first case ever tried in Arkansas under the state "Jim Crow" law, E. L. Meador, a workman at Camp Pike, was awarded \$2,500 damages against the Missouri Pacific railroad today. Meador was badly cut when he tried to eject a negro from a passenger coach reserved for whites. He contended the railroad was negligent in allowing the negro to ride in a coach with white passengers.



# FEDERAL GOVERNMENT STILL ENCOURAGING JIM-CROWISM ON RAILROADS OF THE COUNTRY

3-29-19

(By The Associated Negro Press.)

Chicago.—“Shall Jim-Crow prevail?” is a burning question that is receiving serious consideration in every section of the country. Revelation after revelation of the ramifications of this demon of injustice is coming to light every day. One of the recent instances here was the experience of Mrs. Mattie Hunter, a business woman of Cleveland, who was on her way to Hot Springs, Ark. Mrs. Hunter called at the Railroad Administration city ticket office and endeavored to purchase a ticket and Pullman accommodations to her destination. Mrs. Hunter was indifferently informed by the clerk, after a perfunctory investigation of the reservations, that there was no space to be had at all that day, the next day, or for a week ahead. Very much indignant at the kind of service offered, and sensing the situation, the Cleveland woman exclaimed: “And this is the kind of service our government gives its citizens after our boys have bled and died on the battle fields of France, to make the world ‘a decent place to live in.’”

The matter was taken up later with Col. William Randolph Cowan, Dr. A. J. Cary and others. It was learned that it is the general custom of all railroads going south to refuse to sell Pullman accommodations to colored passengers. It is stated as a fact that at certain points, one of them Cairo, Ill., a number of cases have been known where passengers were thrown out of their berths at four in the morning by white hoodlums. To this statement the Illinois Central ticket clerk attested. All sorts of subterfuges are resorted to by passengers desiring Pullman accommodations: sending white people for tickets, after telephoning; or sending very fair colored people; and then the passenger takes a chance on getting through. It is well known that it is next to impossible to get Pullman accommodations coming from the South, but it is not generally known that in every large city in the North there is a standing rule against selling accommodations into the Southern states to colored people. Mrs. Hunter declared: “I will spend the rest of my life, if necessary, fighting against this outrageous treatment. What is the matter with the men of our race, that they are so indifferent to those conditions? And just think, the railroads are under control of our government.”

## OFFICERS DISCUSS DIVISION OF RACES EXTRACTS FROM LAW REGULATING TRANSPORTATION.

Officer Parker reported an occurrence to Recorder Kimball yesterday which will likely result in a ordinance being passed in council regulating transportation of white and colored passengers on the same seat in the same motor car.

The patrolman said he was stationed near a depot and noted a transfer carrying a white passenger. The chauffeur solicited a negro, who took a seat in the automobile.

The city ordinance, passed in 1903, requiring white and colored persons to segregate on street cars, does not apply to other means of transportation. Motor cars have come into common use since the adoption of the law and the transfers are not regulated.

The traction company is required to furnish separate accommodations for white and colored passengers, by reserving the two rear seats for colored folk and the remaining seats and spaces for the whites. Should the two rear seats become filled, then in that event any colored person or persons may be assigned to a seat or seats next in front, provided sufficient room in front remains to accommodate the white passengers then in the cars in seats separate from the colored passengers.

Section 576 of the revised ordinances provides that conductors or other employees of street cars are required and empowered to assign all passengers to seats on the car under their charge in the manner aforesaid, so as to separate the white and colored races as much as practicable. Conductors and other employees of railway companies shall have and are invested with police power of a police officer of Columbia to carry out the provisions of the ordinance. Employees failing to comply with the terms of the act are liable to a fine not exceeding \$40.

Passengers refusing to be assigned to seats in accordance with the ordinance are subject to a fine not exceeding \$40.

Section 581 provides that the railway company may reserve the last seat of the last two seats in the rear on crowded open cars exclusively for smoking. In that event the term “two rear seats” whenever mentioned in the ordinance shall be construed to mean the two seats immediately in front of said seat or seats reserved for smoking.

Several arrests have recently been ordered on account of whites and colored occupying the same seat on trolley cars followed by disturbances.

## NEGRO WOMAN SEEKS \$6,000 DAMAGES FOR ALLEGED HUMILIATION

Pennie Williams, negro woman, just

had all kinds of tribulations a few weeks ago when she essayed to travel on the Texas Electric railway, according to allegations made in a court petition Thursday, and for the humiliations and injuries alleged to have been sustained, she asks for damages in the sum of \$6000. Of this amount \$5500 is exemplary and \$500 actual damages.

Pennie states in her petition that she attempted to board an interurban car of defendant company at a station called Neale, north of Waco, and that while she was still on the step of the car, struggling with two suit cases, the conductor of the car gave the signal to “go” and that the car “went” and that she did likewise, landing on the floor and springing her ankle, suffering bruises and humiliation of feeling; that when she managed to get up off the floor and tried to sit down on a seat, she was grabbed roughly by the arm by the conductor and told to “get off that seat, because my lunch is there.” Wherefore Pennie pleads for damages actual and exemplary. The case was filed in the Seventy-fourth district court.

## NEW ORLEANS LA STATES SEPTEMBER 6, 1919 RACES AND RAILWAYS.

Representatives of the Colored American Council appeared before a committee of Congress Friday urging the abolition of “Jim Crow” cars and requiring equal privileges and accommodations for all negro travellers on trains in interstate commerce.

That Congress will enact such legislation is doubtful. That if it does it will be merely inviting racial clashes is indisputable.

From the standpoint of the colored citizen of the South such legislation could have no other than a harmful effect. Therefore, in proposing it, the Colored American Council is actually rendering a disservice to the race in the South.

The purpose of course is to defeat the Southern policy of segregation. But the disbelievers who are pressing this foolish proposition on Congress ought to know that you can lead a horse to water but not compel him to drink. A Republican Congress might, out of political expediency, enact that there must be no segregation of the races on transportation lines, but it could not guarantee the results of its experiments.

There will be peace and order on railway trains and in street cars only while the policy of segregation obtains. When it ceases to exist friction and worse will be inevitable.

If the Colored American Council wants to serve the race, it can do so by seeking better accommodations for the negroes on railroad trains. Their accommodations now are inadequate. They are often packed in dirty and insanitary coaches. They have little opportunity for comfort in night travel.

These are injustices which are coming more and more to claim the sympathetic attention of the best white people of the South. They demand correction. But the masses of the negroes in the Southern States are not asking the right to mix with the whites on railroad trains or in public places. They are not seeking trouble. They are not anxious for a disturbance of the good relations between the races. If they can be heard on the proposition advanced by the Colored American Council they will make it clear that they

want no congressional legislation that is calculated to keep them constantly in hot water.

## BILL SEGREGATES NEGROES IN D. C.

### “Jim Crow” Cars Provided in Another Caraway Measure.

Race segregation would be enforced in the District of Columbia under a bill introduced in the House yesterday by Representative Caraway, of Arkansas.

The Caraway bill would authorize the District Commissioners to set apart certain sections, streets, blocks or parts of blocks in which negroes only should reside. In similar fashion other streets and sections would be designated in which members of the colored race would not be permitted to reside. Regulations for the enforcement of this bill would be left in the discretion of the District Commissioners.

Representative Caraway also introduced a bill providing “Jim-Crow” cars in the District of Columbia.

## Whites Must Not Ride Jitneys on San Felipe Line

HOUSTON TEX CHRONICLE  
AUGUST 21, 1919

White persons are hereafter to be barred from jitneys regularly carrying negro passengers. Kenneth Krah, public service commissioner, said Thursday that the license of any San Felipe jitney man carrying white passengers will be revoked. It is up to the negro jitney drivers to refuse to allow white persons to ride with them. The mixing of whites and negroes in the same jitney has led to more or less trouble, and it has greatly multiplied the number of jitneys on the San Felipe line.

A number of citizens of Bagby Street appeared before the council Wednesday to protest against the San Felipe jitneys running along that street, and the public service commissioner was instructed to re-route them. They will probably be routed out Milam or Louisiana Street to San Felipe.

## MEMPHIS TENN PRESS APRIL 23, 1919 ARREST NEGRESS WHO SAT IN WHITES' SEAT

On charges of violating the Jim Crow law, I. W. Brooks, street car conductor, and Mamie Morris, 18, negress, 117 Hickory av., were to face Judge Fitzhugh in ycit court late today. The arrest was made by Detective Larry Long, who was a passenger of the car when the alleged violation occurred.

red. Detective Long says that there was plenty of room both in the front and rear of the car, and that the negress was seated toward the front among the white persons. He asked the conductor to move her back as the law requires, but alleges the conductor refused. He then showed his badge to the negress and asked her to move back. She also refused. The detective then arrested them. She is also charged with being disorderly.

## Seek to Displace Man And Wife From Pullman

Pine Bluff Ark., Aug. 15.—A furor of comment has been created here by the announcement that John Young, a prominent lodge man and well known citizen of this city, had purchased a drawing room on the Pullman and intended leaving here in company with his wife for St. Louis, Mo., to attend a grand lodge meeting. Several white citizens heard of Young's plans and forthwith started a campaign to see that he was successfully carried out of town in a “Jim Crow” car. Sheriff Currin Nichol was informed and began the work to have Young's ticket cancelled. As the railroads are under government supervision it is thought that the local authorities will have no jurisdiction.

Mr. Young declared that in the event the authorities succeeded in barring him from the Pullman he would charter a car and take with him other delegates to the grand lodge.

## NEGROES ON SLEEPER CAUSE INDIGNATION

A bit of commotion was caused at the Terminal station last night when several white people alighted from a sleeper on A. G. S. train No. 12 and complained that there were negroes sleeping in the same coach. The negroes, according to railroad officials, had purchased births in Mississippi and were en route to Indiana. Indignant whites, dressed in scanty clothing, it is stated, left their berths and called police headquarters in regard to the matter. They were told that the police had no authority to put the negroes off the train because of the fact that the railroads were government property.

## NEGROES WILL BE FED LAST ON DINERS

SHREVEPORT, La., Jan. 2.—Negro passengers on the Texas and Pacific Railroad will be allowed access to the dining cars, after all white passengers have been served, according to a bulletin issued from the Division Superintendent's office at Marshall, and received today by A. P. Smith, Division Freight and Passenger Agent with offices here. The order, the bulletin says, affects all lines of that company.



Jim Crow Car Laws - 1919.

# WOUNDED IN DEMOCRACY'S GREAT MARTIAL CONFLICT JIM-CROWED THROUGH DIXIE

In conversation with the managing editor of The Observer who also was a passenger on same train, this soldier was scarcely able to restrain his tears, as he compared what he had done in France for "worldwide democracy" with the kind of treatment the government itself was and is giving him and his brother soldiers of color on the JIM-CROW CARS of Dixie.

With his left arm bandaged and in splinters, a boche bullet having entered his hand and penetrated the forearm, making its exist at his elbow, shattering the bone, First Class Private Burat Woods, a member of the Machine Gun Company of the 369th (15th New York) Infantry, passed through the city Tuesday morning via the Southern Pacific, en route to Fort Huachuca, Ariz.

This American soldier, who had faced the very jaws of hell to perpetuate America's ideals, principles and preachments, despite the fact that he was decorated with three medals and notwithstanding the fact that his entire regiment was cited for gallant and conspicuous bravery for its heroic conduct upon the European battlefields; despite the misery, pain and suffering caused by his wound in "making the world safe for democracy," as President Wilson has repeatedly stated; without regard to the number of Huns he laid low with his machine gun and irregardless of the fact that he willingly left his old organization, the 10th Cavalry, to get into action and tame, domesticate and civilize the exponents of Prussian "kultur" "over there," this brave and interpid warrior, wearing the laurels of victory and happy in the thought that he was a potent factor in causing the capitulation of the kaiser's precious little darlings, was riding through "Bam" on governmental controlled and managed railroads in a JIM-CROW COACH.

ernment has supervision, management and control of the public carriers on which they are the recipients of this inhuman and brutal treatment.

Even a fancy or "ham-fat" poodle dog can enjoy the comforts and luxury of a chair car, Pullman, diner or parlor car; but colored American soldiers, wounded in "America's righteous war," regaled with decorations of both the French and American armies and after having offered their all for the success of America's cause in the late European conflict—these one hundred per cent patriots are considered worse than canines when riding on the trains of the government whose clarion call to arms they so nobly answered and upon whose colors victory, full and complete, has landed.

Is this a sample of the "democracy" for which they fought? Is this America's idea of appreciation? Would any other country so mistreat its own citizens, especially its soldiery whose record is as lustrous and luminous as the black American soldier? Is this the cause for which we bought Thrift Stamps, War Savings Stamps, Liberty Loan Bonds and supported other war-time activities? Is this our compensation for refusing to fall for pro-German propaganda and remaining true and loyal to "Old Glory?" God forbid!

It will be remembered that the 369th Infantry, commanded by Colonel William Hayward, was the first colored combat unit to land upon the shores of fair and square

France, and without the intensive training given other regiments they were hurled into the thick of the fray and immediately won undying and imperishable fame. It was in this regiment that Privates Henry Johnson and Needham Robert put to rout and slew fully thirty Germans. This regiment, like the 370th (8th Illinois) was brigaded with the French in the famous 59th Division, under command of General Vincennes and for the part it played in turning the Huns in the direction of Berlin the entire regiment was decorated with the Croix de Guerre, a military honor conferred by the French army for distinguished and extraordinary conduct in battle.

Private Woods stated that one of his fingers was stiff due to his injury and that it will be several weeks before he will be able to resume active connections with his former organization, the 10th U. S. Cavalry. He was wounded at Pont-a-Mousson, in the Lorraine sector, November 8, 1918, as he was manipulating the machine gun in making the Huns join the bird family. He informs The Observer Man that the reports current here that the entire 369th Infantry had been wiped out was untrue; that their casualties were light, considering the part they played and the place they occupied in the front line trenches. He cannot account for the light casualty list, unless it was due to the fact that the colored soldiers were the most daring and defying of the American force.

Private Woods, who is 22 years of age, was loud and unstinted in his praise of the French people and remarked that they are not colorphobic; neither will they permit the exponents of such doctrine to influence them or poison the minds against black soldiers. They have hearts, not gizzards only, and believe in a fair and square deal for all men, color or creed not taken into the equation. As he had volunteered for seven years, he will re-

join the 10th and continue to serve his country until mustered out or called to his final reward.

## WHITE MAN SLAPS COLORED WOMAN ON DALLAS CAR.

— 7-12 —  
CHANGE REMARK BY WOMAN  
INVITES BRUTAL ATTACK  
BY WHITE PASSENGER.

Dallas, Texas, July 7.

Even the "Jim Crow" law is not enforced in Dallas, Texas, when it happens to work to the disadvantage of white passengers on the city street railways. As a result of the unequal operation of this peculiar law of the Southland, a colored woman was brutally attacked by a white passenger on the Harwood-Oak Lawn car at 8 p. m. Sunday.

The trouble started when a Negro woman protested against a white passenger taking a seat in the Negro section of the car, thereby causing the colored passengers to stand.

A white man overhearing the remark, told her to shut up.

She refused, whereupon the white man slapped her in the face, knocking her down. Another colored woman, who attempted to assist her friend, was in turn knocked down.

The trouble occurred while the car was passing through the business section of the city and at Murphy street most of the passengers, who had crowded to the front, made a hurried exit.

The white man, who had at the beginning of the affray drawn his gun, also alighted dragging the colored woman from the car with him. When she grabbed him about the waist he again knocked her down.

Officers took the woman in charge. Passengers on the car claimed not to know the identity of the white man, but said the police officer who took charge of the woman did not place him under arrest.

### Negro Preacher Jailed.

Rev. E. T. Turner, a negro preacher living at Barnesville, Ga., was arrested by Policemen Pittman and Patrick early Friday evening in a trolley car near the Terminal station on complaint of the conductor, who alleged that the negro refused to move to the rear of the car to allow white persons to secure seats in front. The preacher denied the charges, and was locked up on the charge of disorderly conduct. He will be tried in the police matinee Saturday afternoon.



# TEXAS EQUAL RIGHTS ASSOCIATION PROTESTS AGAINST DISCRIMINATION; BETTER ACCOMMODATIONS PROMISED

Special to The Observer.

Marshall, Texas.—In answer to the call of Hon. M. M. Rodgers, Dallas, a mass meeting of colored citizens of Texas was held in the Pythian Temple, Dallas, January 1, 1919, for the purpose of petitioning the director general of railroads for better accommodations for Negroes on railroads operating within the state. The meeting took the form of a permanent organization, which was named the Equal Rights Association of Texas, with the following officers: Hon. M. M. Rodgers, Dallas, president; Editor W. E. King, Dallas, first vice-president; Rev. J. D. Crawford, Palestine, second vice-president; Dr. M. W. Dogan, Marshall, secretary; Dr. C. P. Davis, Longview, assistant secretary; Dr. M. C. Cooper, Dallas, treasurer; executive committee: Dr. A. L. Boone, Mr. A. T. Thomas, Ft. Worth; Rev. A. P. Cooksey, Longview; Rev. A. M. Moore, Marshall; Mr. E. M. Clemons, Ft. Worth; Mr. W. M. Ballenger, Nacogdoches; Dr. E. A. Wilson, Dr. J. E. Knox, Dallas; Rev. P. R. McGriff, Weimar; Rev. R. T. Harris, Tenaha; Hon. A. S. Wells, Dallas; Dr. J. R. Sheppard, Marshall, and Mr. T. J. Updack, Ft. Worth.

A document addressed to the director general of railroads, Washington was drawn up, the same being a statement of conditions complained of with a petition following. The things asked for in the petition were: 1. A whole coach to be provided on all local trains for Negroes, the same to be divided into two compartments and each compartment to contain a lavatory. 2. At least a half coach to be provided on all limited trains for Negroes, the same to be divided into two compartments and each compartment to contain a lavatory. 3. Conductors, auditors, brakemen and newsboys be not allowed to occupy seats in the coaches and compartments set aside for Negroes. 4. That the depot waiting rooms provided for Negro passengers be made more sanitary and comfortable. 5. That Pullman car and dining car privileges be accorded Negro passengers, especially on through trains.

A committee of three, consisting of M. W. Dogan, J. R. Sheppard and A. N. Prince was appointed to go to Washington to place into the hands of the director general the statement and petition. The trip was made the latter part of February. An audience of 45 minutes was given the committee, and every matter touched in the petition was thoroughly discussed. All

of the askings were said to be reasonable and early relief was promised. Not only was better treatment promised in the conference held, but a letter from the assistant director general of railroads, Mr. Oscar A. Price received by M. W. Dogan, chairman of the committee, a few days later stated: "Mr. Thelan, director of the division of public service, has been instructed to take the matter up with Regional Director Bush in a conference with him at St. Louis the middle of March, when I know steps will be taken to correct the conditions complained of." Donations to finance the Washington trip came from the following: M. M. Rodgers, \$20; P. R. McGriff, \$20; R. T. Harris, \$20; J. R. Sheppard, \$20; A. P. Cooksey, \$20; C. P. Davis, \$20; J. D. Crawford, \$25; M. W. Dogan, \$20; T. J. Updack, \$13.75; J. E. Knox, \$15; W. E. King, \$12.50; A. M. Moore, \$20; A. L. Boone, \$20; T. A. Amos, \$10. At a meeting of the executive committee of the association held March 22, it was ordered that a state-wide convention be held in the Pythian Temple, Dallas, June 4, for the purpose of petitioning the state legislature to allow Negro trustees for Negro public schools.

## Madden Amendment Meets With Much Opposition

*The East-Texas*

By Associated Negro Press  
Washington, D. C., Oct. 6.—Efforts of Representative Madden of Illinois and a group of Chicago Negroes to induce the interstate committee of the House to incorporate in the railroad control bill a measure abolishing the "Jim Crow" laws of the Southern states will prove barren of result. Not only have numerous members of the committee expressed themselves as opposed to attempting any such legislation, but Chairman Esch, in a statement has unqualifiedly declared himself as against any such radical procedure.

Chairman Esch said the right of Congress to eliminate the "Jim Crow" laws of the state is certainly debatable, and added that, even granting Congress to possess this right in its control of inter-state commerce

under the constitution, such a law would only serve to raise a great controversy in the states affected.

Chairman Esch says there should be no discrimination in the service accorded to any passengers on payment of like fare, but beyond requiring like service and adequate cars and equipment for Negroes, he does not believe anything will be done by Congress.

Members of the House declare positively there will be no attempt made to eliminate the "Jim Crow" laws in the Southern states, and they deplore the agitation of the question by Madden and his Negro friends at a time when the race question is regarded as acute throughout the country.

PHILA PA EVE LEDGER

JANUARY 24, 1919

"Over the Top" and "Jim Crow"

To the Editor of the Evening Public Ledger: Sir—Most of the States of the South compel by law the colored people to ride in what are called Jim Crow cars. The name itself is an insult, the law is an outrage upon the rights of American citizens. Some thoughtless white people see nothing wrong in this segregation of those people on railroads and trolley cars, but this is what a member of the proscribed race has to say of it:

"Jim Crowism is worse than mob violence. It kills the soul as well as the body. It works, not for one mad hour, but for twenty-four hours in every day. Its year's toll of victims is not three-score, but millions. It is not sudden death, it is worse; it is perpetual torture. 'Jim Crowism' with public dishonor is the real monster. Mob violence is only one of its manifestations. Inequality of citizenship is the real monster."

A fine old colored man of Ambler, whom I knew well, was Daniel Dowling, of Butler avenue, Commissioner of Highways of the borough. One of his boys, an educated young man, was conscripted and taken to France to help make the world safe for democracy. He did his part bravely and without flinching. There were no Jim Crow trenches over there; they were all alike, all equally uncomfortable and unsafe.

The boy's name is Charles Ralph Dowling. He writes his experience in the battle of Verdun and in the Argonne sector. He says: "I was in a seventy-two-hour drive, starting on September 27, and lasting until October 1. It was here we had our first whiff of poisonous gas. In the trenches we had to stand in water to our knees and it rained most of the time we were there. We went through wire entanglements and across No Man's Land to the great struggle of the war. The Huns had themselves well entrenched with machine guns and snipers and they put up strong resistance. We had an objective to reach and we pushed on, and after going through wire, woods and brush and the hardest kind of fighting, we not only reached our point, but went a couple of miles further. After this we certainly had the boche on the run, and from then on he got no rest. I had my gun out of my hand, and I received a wound and another bullet went through my gas mask, cutting the hose."

Charles Ralph Dowling will not be subjected to the indignity of the Jim Crow in Ambler nor in Philadelphia, but 100,000 members of his race, whose homes are in the South, who went through similar experiences on the western front, will, when they return, even before being mustered out, have

to endure such humiliating experiences. I wish our white people, everywhere, would think, and think straight, in the terms of justice on this subject of race discrimination.

While trying to make the world safe for democracy we should insist that democracy be made safe for the world.

"Justice, sir, is the greatest interest of men on earth."—Daniel Webster.

WILMER ATKINSON.

Washington Square, Philadelphia.

## ESCH IS IN FAVOR OF "JIM CROW" CARS

*The Constitution*  
Republican Committee Chairman Opposes Bill to Eliminate Them.

9-7-19  
(The Constitution—Philadelphia Public Ledger Service—Copyright, 1919.)

Washington, September 8.—Federal legislation to eliminate "Jim Crow" cars is not approved by Chairman Esch, of the house interstate and foreign commerce committee. He is in favor of requiring the carriers to furnish cars and equipment for colored people that will give them the same service for their money as others are allowed.

The right of congress to pass a law to eliminate "Jim Crow" cars is a debatable question, he said, adding:

"Even granting the right of congress to pass such a law, it would raise a great controversy in the states affected.

"I do believe, however, that congress has the right and ought to make it mandatory to furnish like accommodations for like fares. Charging a negro who has to ride in cramped, insanitary and oftentimes unsafe cars the same price paid by white passengers, who are permitted to enjoy the safety and luxuries of a steel coach, should not be allowed.

"Discrimination in freight traffic is prohibited under the interstate commerce act for articles carried in interstate commerce. Discrimination in the matter of accommodation where the same charge is exacted ought also to be forbidden. Legislation to that effect is as far as it would be wise to go at this time."

## 'JIM CROW' CARS WIN IN CONGRESS

*The Atlanta Constitution*  
House Refuses to Put Provision in Esch Railway Bill That Would Abolish Such Cars.

11-16-19  
Washington, November 15.—South-

ern congressmen today successfully routed all attempts to attach to the pending railroad bill in the house any provision to infringe the rights of the southern states to "Jim Crow" cars. In their fight they were aided by members from other parts of the country.

By a vote of 142 to 12, a proposed amendment by Representative Madden, Illinois, republican, was voted down and out of the measure.

Southern members in unison attacked the proposal telling the house it would disturb conditions in the south seriously and cause friction between the races which might end in bloodshed.

"This is not a proper question to be raised at this time," Representative Snyder, republican, of New York, told the house. "No demand for it is made by the colored people and we already have enough difficulties without bringing on this one. The north does not realize what it means to the people of the south."

Representative Crisp, democrat, Georgia, brought the debate to an end with a motion to strike out the proposed amendment and his motion prevailed.

"Somewhere down the line there will come a reckoning," Representative Summers, of Texas, told the house, warning it against the proposal.

"It's a bad situation down there, and unless you permit us to draw the line somewhere, there will be friction. If that should come then you must take the responsibility for this proposal."

Representative Stevenson, of South Carolina, told the house the south handled its negro problem better than the north, as was evidenced by the recent race riots, and Representative Moore, of Virginia, reminded the members that the supreme court of the United States has sustained the right of the states to provide separate accommodations for the races on trains.

## ARK. OFFICIAL TO TEST CASE ON 'JIM CROW' LAW

*The Freeman*  
1-14-19  
OBJECTS TO NEGRO SOLDIERS RIDING IN PULLMAN.

Special to The Freeman  
LITTLE ROCK, Ark., Dec. 23.—Herbert Wilson, a member of the Arkansas Railroad Commission, announced today that he will file proceedings against the Missouri Pacific for permitting colored people to ride in Pullman cars with white passengers.

"On train No. 5, which is the St. Louis-El Paso train," said Mr. Wilson, "I saw last Saturday, between Little Rock and Hope, nine Negro soldiers in a Pullman, which also was nearly full of white passengers. I am going to make a test case of the matter. I think that I am doing right in laying the issue before Prosecutor Dunaway. The law is strict in the matter of providing separate coaches for white and black in this state."



# Jim Crow Car Laws - 1919.

## OUR JIM CROW INSTITUTIONS

The Journal and Guide is not interested in one-man street cars, except in so far as we are interested in any form of improvement in our public utilities. But our attention has been directed to a peculiar objection which has been raised to the use of one-man cars in Norfolk by one Mr. F. C. Abbott, and others. They are of the opinion that the introduction of one-man cars in Norfolk will disturb in some way the operation of the Jim Crow Law, which is evidently of more concern to some people than the improvement of our public utilities. The Jim Crow law is an institution in our Southern country. It is more than an institution; it is a symbol. It must not be disturbed, or amended, or repealed, neither must anything be done in defiance of it because it is a symbol of the white man's "superiority." Without it there is no way that we could know that the white man is white, or that he is a "superior" being, or that he has the power to enforce these assumptions. So it is better that the traction company should lose \$300,000 which it has invested in one-man cars; that government projects involving the expenditure of millions of dollars here be withdrawn; and that our street car facilities should remain for the present unimproved, than run the risk of intruding in any way upon the sacred precincts of our Jim Crow institutions. All of this in Norfolk, notwithstanding one-man cars are being successfully operated in Houston, Tampa, El Paso, Austin and Greensboro, all Southern cities of the Southern South, where it is irreverent and blasphemous to utter a word against the Jim Crow god.

### A NEW SENATE FIGHT

#### ON "JIM CROW" CARS

(Special to THE NEW YORK AGE.)

WASHINGTON, D. C.—Senator Joseph I. France of Maryland has introduced in the United States Senate, as an amendment to the Cummins bill, the amendment to the Interstate Commerce Act known as the Madden bill. The amendment proposes to abolish the Jim Crow car in interstate commerce and does away with the necessity of raising \$60,000,000 through national taxation to support the separate car system now in vogue.

This bill is the same as the one introduced in the House as an additional section to the Undue Preferences Clause of the Commerce Act of 1887, which on November 16, 1919, was defeated by a combination of Democrats and Republicans, 142 to 12.

Bitter resentment has been aroused among the colored people over the defeat in the House, and Negro voters in states where their votes are a factor will demand that those responsible for the failure of the legislation shall have their names stricken from the state ticket.

## Bishop Tyree Protests Against Inhuman Treatment on Railroads

Mr. Walker D. Hines,  
Director General of Railroads, Washington, D. C.

Kind Sir:

I am about to undertake a task entirely new to me, but that I feel to be my indispensable duty—to complain. I am recently from the Park Sanitarium, at Guthrie, Okla., having left the above-named city between 7 and 8 o'clock in the evening of the 1st inst., having been released by my physician. I passed over the Santa Fe to Oklahoma City, and spent the night in order to get the direct line over the same line into St. Louis on the next day, April 2, around 1.45 P. M. There I had to re-check my trunk, and after having purchased a ticket to this city, a physician and a friend of mine, in fact, two of them, trying to help me out of the city with what little strength I had left, took charge of me, one conducting me to the automobile through the rain and the other took charge of my check and went to the baggage room to make exchange, but the baggage man would not recognize the check which was given me for my trunk at Guthrie until I had to pass back through the rain, simply in compliance with his order, then all was well. The doctor had my ticket and check nevertheless. This is complaint number one. A minor one, I confess, but exposure without any need for one who has been sick for a year and a half means a good deal to him and his. My second complaint, to me, is a serious one, and I believe the courts would take time to investigate it and give an expression, if not a direct order, including damages. This relates to the toilet system. In the part of the car set apart for Negroes, I noticed on this train, which I was told was Number 10, there were separate toilets for men and women that I thought was splendid, and since we must have Jim Crowism, it took on a coloring of justice, but we had not been out but an hour or two until a woman made an effort to get into her toilet and found the door locked. After she had tried the second or third time I made bold to ask the porter why it was locked, and he told me that the conductor's things were in it, and that it was kept locked. As the conductor was in the front end of that car for men I told her she ought to go and see him, and ask why she could not go in her toilet. What he told her I do not know, but soon afterward a gentleman came in who was regarded as an official of the line and I was told that he was an agent. I accordingly approached him and asked if he were an agent. After telling me that he was, he inquired why I asked him. I said I wanted to know why that woman can't get in

that toilet set apart for women because she has been there the third or fourth time to my knowledge trying to get in and the door was locked, and I think it was a shame. He very kindly replied, "I will see after it," and in less than five minutes a man whom I took to be a brakeman unlocked the door and came out with the little square-looking grips, I suppose they would be called and a hat. Things went on in their natural order, so far as I knew, for an hour or so, when my turn came to go to the men's toilet to find it locked, and to be told that the conductor ordered that it stay locked because his things were in there. Then my patience broke down, but I held my place and resolved on this method of informing the company of such injustice and disregard for virtues of which so many claim the Negro has none, and ask as public carriers, if they will not allow us separate toilets, with a place for the women to at least bathe their hands and faces, and the sexes be kept apart in these delicate necessities. While I know that the average white man does believe that the Negro is decent and that he needs no teaching of decency (except as it relate to him) I believe that I know a goodly number of fair-minded white men and white women who stand for the virtue and respectable womanhood and manhood of all races. Why inconvenience us and go so far out of the way to humiliate us and then preach to us the doctrine reasonableness of democracy? We cannot believe it to be a just principle that does not include all peoples, and as one of the bishops of the African Methodist Episcopal Church, headquarters 631 Pine Street, Philadelphia, Pa. I am both protesting against this treatment and asking for better treatment for my people who have given both their lives and their money as citizens of this nation.

Very sincerely,

EVANS TYREE

## SENATORS URGED TO KILL JIM CROW CARS IN NEW BILL

League Urges Whole Race to Send Word to Senators at Once to Introduce and Pass Amendment — Bill

## Comes Up in Senate December

New York, N. Y., Nov. 24.—Saturday at 2152 Fifth avenue a committee of the National Equal Rights League, conferred on the startling development in Congress where Rep. Madden's amendment to abolish jim-crow cars got but twelve votes. As the bill has gone to the Senate, where it is first on the calendar for the regular session, it was decided that the race must not be entirely defeated with a Republican Congress at the close of a terrible war for democracy. A committee was appointed to wait upon Republican Chairman Hays and notify him that now was the time for the party through Senate action to show whether it could be depended upon to stand by the race or to show that it had no intention of abolishing discrimination, which the race wished demonstrated before 1920.

The committee is also to go to Washington when Congress opens to interview Senators and appeal to them to have the Madden amendment introduced and passed. Then when it is returned to the House the committee is to buttonhole the Northern representatives to adopt it and save the race and the party with the race.

Every colored citizen throughout the country is urged to write his Congressman and Senator urging them to support the Madden amendment.

### "Social Equality" and The

Jim Crow

In another column is an illuminating article clipped from the Spartanburg (S. C.) Herald.

In it some of the details of the ejection of a Negro soldier from a street car of that city are recited. In defiance of the unjust discriminatory laws requiring Negroes to occupy a certain end of the street cars the soldier asserted his right to ride where he pleased and refused to take the seat assigned him whereupon he was ejected from the car. It is not stated whether the ejection was brutally done, the soldier thrown from the car or whether he was beaten, then hauled before the city Re-



corder and fined or imprisoned. If he was roughly treated that feature of the details was suppressed.

Negro soldiers like soldiers of the white races are intensely human; they have the same keen sense of justice and the same bitter resentment of injustice and humiliation. They bared their breasts and offered their lives on the bloody field of battle that white men might be endowed with the blessing of justice and freedom and could not be expected to be devoid of the hope that they would receive in free America a measure of that justice and freedom for which they fought or were ready to fight for others.

And when confronted with the destable, brutal, infamous Jim Crow there can be no surprise that his better nature was overcome; his manhood revolted and he was unable to yield obedience coupled with base humiliation to the damnably unjust law.

We do not approve of his violation of the law but we fully sympathize with him and every man and woman of spirit who is degraded by forced submission to such nefarious laws.

There is no law in the Southern state that is hated, that is more excusable, that generates more ill-feeling on the part of Negroes towards the white people and that will in time be productive of more violence and disorder than the Jim Crow.

The writer of the article, evidently a fledgling of limited information, speaks of the soldier as asserting "for himself those rights sacred

to white people" and as works his social equality striving "to put into effect the idea of social equality." It is violative of every principle of right and justice; is violative of the Federal Constitution and its origin, use and purposes should be clearly brought before the courts and its abolishment secured.

Such silly babbling is nauseating and the men of strong intellects of the South should throw off the mask and declare the real purpose of Jim Crow cars and put brakes on the social equality rot. Primarily the Jim Crow issue was invented to secure office for two-by-four southern statesmen and since its establishment is used to keep the same class of men in office and to constantly keep before the Negro the legislative pronouncement that he is inferior to the white man and must at all times abase himself before and yield submissively to the white man's will.

Every informed man black and white knows that in the states of Virginia, North and South Carolina and other states of the South there were no Jim Crow car laws and no Jim Crow cars contrary to law for more than twenty years after the restoration of so-called White Supremacy in those states and there was no attempt of social equality on the part of Negroes with whites because they rode in the same cars. In many cities of the South Jim Crow street cars are abominations of recent establishment, some as in Charleston, S. C., Savannah, Ga. and Galveston, Tex. having been in force less than ten years.

The social equality lie, however, has been the readiest and the most effective lie the small bore southern politician has been able to discover and whenever he fears failure on any other issue he

bugbear for all it is worth.

It is violative of every principle of right and justice; is violative of the Federal Constitution and its origin, use and purposes should be clearly brought before the courts and its abolishment secured.

## NEGROES MAKE FIGHT

### ON "JIM CROW" CARS

Washington, September 5.—The proposition of "Jim Crow" cars, an equal privilege and accommodations for negro travelers, were proposed in legislation asked today by the Colored American Council before the house interstate commerce committee considering railroad legislation. Segregation of negro passengers would be unlawful on trains in interstate commerce. An amendment to railroad laws to that effect was offered by Representative Madden, republican, of Illinois.

Representative Sanders, democrat, of Louisiana, told the committee the negro folk of the south were satisfied with their arrangements and in his opinion not desirous of a change. No action was taken.

Others representing the council, who urged adoption of the amendment, were A. W. Mitchell, Edwin B. Henderson, Captain Louis B. Mehlinger and George H. Murray, all of Washington. Mr. Madden urged that there should be no discrimination against any class of American citizens.

Murray, as counsel for the negro organization, said the proposed legislation was confined to interstate commerce and that it would not interfere with the right of a state to regulate purely intrastate commerce.

"The amendment," he said, "requires carriers of interstate commerce to grant the same privilege, rights and accommodations for the same pay and make it unlawful to deny or to connive to deny such on the basis of race or color. Further, it prohibits the molestation of peaceful citizens of the United States in interstate travel."

"The carriers find it convenient in the absence of prohibitory congressional legislation," said Murray, "in those states where separate car legislation is in effect, to confine colored citizens to the iniquitous, dirty, insanitary and immoral Jim Crow car, and to hold the right in abeyance where the separate car legislation is absent."

"It is not an easy matter for colored interstate passengers to get equal Pullman accommodations or, in fact, any at all. In the more moderate southern states, like Georgia, it is not unlawful to refuse to sell him Pullman accommodations."

Railroads, Murray asserted, are not entirely responsible for conditions, and many would welcome relief by federal legislation since they are victims largely of the attempts of a few demagogues to engraft upon the practices of the United States, social theories entirely at odds with the spirit of our institutions."

"A minority of the southern press," added Murray, "has objected that the provisions of the proposed legislation serve to disturb

the good feeling between the races."

Jim Crow cars and stations, he said, have cost southern roads \$20,000,000 in unnecessary overhead expenses. Amelioration of travel conditions, he concluded, would tend to modify labor unrest among southern negroes and their migration to the north and west.

## JIM CROW LAWS AND RAILROAD

CONTROL  
Government control of railroads, telegraphs, telephones, and other public service utilities, as a war measure has been a costly business. The bad management, indifferent service, enormous increase in cost of operation, with the vast excess of expenditures over receipts, which the government must make good, has discredited the clamor of organized labor and Radical Socialism for Government ownership of public service utilities.

One of the biggest jobs the Republicans in congress which will convene in extra session, May 19, will have to deal with will be the return of the railroad properties to their proper and lawful owners. The Republican majority, as we understand it, are determined to make such return, as they will have none of public ownership. This is a good determination and for the best interests of the Republic and its future.

It is not the expectation, however that the railroads will be returned to the owners subject to the same laws and rules of the several states that they were when the Government took control for war purposes. It is the expectation that they will be Nationalized; that is, centralized in their control and management and their passenger and freight rates made uniform thus preventing the old-time ruinous competition and doing away with the prevailing laws and rules of states, which have borne so heavily and unjustly upon the roads and their patrons.

Among the burdens and injustices it is expected to relieve the railroads of by the nationalization of them is that of separate car laws of the several states, which are a burdensome tax on the railroads and a gross in-

justice to the race group of passengers discriminated against.

It is expected that a graduated passenger rate will be imposed upon the roads by Federalized legislation, so that persons can exercise their preference in selecting the class of service they wish and are willing to pay for—whether first, second or third class. Such a regulation would be just to all parties concerned.

MACON GA TELEGRAPH

SEPTEMBER 7, 1919

## JIM CROW PRACTICE

Perhaps Congressman Madden of Illinois, the chief white prophet of the negro element in the North that so bitterly resents segregation of races because it so bitterly resents its own negro blood, might retire as an authority on the best fashion for races to get along together and leave that to the section of the country where they do get along together, and do it fairly well. Citizenship and so forth and so on has nothing to do with segregation, and the person from Illinois, the home of the "freest," but most exploited and locally hated negro element in existence, is serving merely to win and hold the big and controlling negro vote in his own district.

In the South the races are separated in public conveyances and residential sections because they are different races and it is found they get along better that way. That is the reason for it. The negro would be uncomfortable and unhappy trying to sit in street cars beside white people he respected and the white people simply wouldn't do it; the same way with residences and theaters and hotels. The easy and natural solution of it all is segregation where both races go their own ways, suit themselves and live in close contact with an absolute minimum of friction.

There could, of course, be plenty of argument brought to bear why this isn't or shouldn't be so. The only thing in its favor is that it works splendidly and all other schemes don't. That is why it is now and always will be observed and enforced in the South regardless of all the desperate and declaiming statesmen from constituencies in the North where they must truckle to negro votes or get out of office—Madden, by the way furnishing in that connection an illuminating commentary on the oft-repeated assertion that all the negro wants is "political" equality, and nothing else.

## MORE ROOM FOR WHITES WANTED.

Colored Lady Ordered from Street Car.

NORFOLK, Va., Aug. 21.—After paying her fare and sitting in a rear seat of a street car, a colored lady today was ordered therefrom to make room for the whites. Before she had time to get off the conductor grasped the lady with the intention of putting her off by force, but two gentlemen who were on the car prevented him doing so. The only reason the conductor could give for wanting the lady off the car was to make more room for the whites.



# Are the People and Street

*The Birmingham Post-Herald*  
*2-1-19*  
**The Car Conductors Co-operating**

Birmingham is a great city. We have more than two hundred thousand people here. Forty per cent of this number are Negro people; sixty per cent are a group of different races known as white people. Birmingham is a young city, and the most progressive in the South. A very few people in Birmingham are at home, originally. They came here primarily to make money. Many of them, both white and colored, have succeeded in doing that one thing. Almost every profession, if not every one, in Birmingham closed 1918 with a profit. It would be safe to say that practically every business in Birmingham closed with a greater profit last year than at any time during its history. This is true with mechanics and laborers. Thus we have Birmingham, an industrial center with great possibilities of much profit, and yet Birmingham is a child in age, while she is a master in progress and a metropolitan in resources.

Such a place will maintain its position and continue its progress and develop more perpetually its resources in proportion as the people of the races, regardless to station, are able to co-operate. This glorious outlook, which is not a mere drawn picture, but a fact, can be destroyed in a single night if the evil or the leaks so apparent in the walls are not checked. Birmingham, like other great and thriving cities, has its faults. The terrifying and unchecked evil, it appears now, is the spirit on the part of the managers or those who are in charge of the common carriers—the street cars. They do not co-operate, as a general proposition, with a special group of the people here. They have but little regard, if any, for colored people, and why, is a serious question. One would think, from a logical viewpoint, that motormen and conductors, being poor people, struggling for a living in about the same proportion as the colored people, would have sympathy and respect for each other, not social respect, this foolish intermingling kind, but human respect, that seeks for the happiness of individuals as they come in contact with them. It is a fact, proven so, that the conductors are not kindly disposed to Negroes in this district, and they provoke a greater part of the trouble that in time may make us all suffer if it is not stopped.

A few days ago, on a Tidewater car, going from Birmingham to Ensley, a motorman and a conductor from the country with a revolver in his pocket

leaving colored people standing, colored school teachers and laborers, waiting when the colored department was not filled, but he would invariably stop when white people were standing when the white department was packed and men and women were hanging by straps on the car, but this conductor would ring the car down and permit white people—white men—to get into the department allotted for colored people, but would not stop the car for more than a half dozen times on this same trip to allow colored people to ride in the department allotted for them, which was not filled.

Negro people do not like these conditions—it makes them mean, stubborn, sullen, dissatisfied and very much unconcerned about their resting place. We cannot believe that decent white men, knowing as they must know these conditions to prevail which are of vital concern to the growth and progress of this city, will stay idle while they continue.

On the car a few days ago the most pitiable thing happened. A conductor made the remark that he would slap Mrs. Louise Harrison out of her seat if she disputed his word. Mrs. Harrison asked that she have change for a dime that she had handed him, and because she maintained that she gave him a dime instead of a nickel, he was aroused and threatened to commit violence, and was shot by an unknown colored man, who appeared to be near the front of the car. It is hard to understand what a man is thinking about when he offers to slap a woman because she disputes his word concerning five cents. It was not a matter of not paying her fare; it was a matter of receiving the change after the fare but little regard, if any, for colored had been paid. This trouble happened because of the lack of respect, a lack of human interest, which must be had on the part of both races if we are successful at a time like this. These are no times for color prejudices. The white man will be supreme always in keeping with his conduct to maintain that supremacy. The Negro will hold what he has and gain more in proportion as he is able to differentiate between right and wrong, and defend himself against evildoers within the laws of his state and country.

Birmingham needs to rid her motormen and conductors of their firearms. Birmingham needs to rid her citizens of much of their artillery. A motorman and a conductor from the country with a revolver in his pocket

and visiting such plays as the "Birthbell at the proper time, that the mother of a Nation," makes him a most dangerous man. He is accustomed to cuncty that might occur in carrying you holding poor, ignorant Negroes in beyond your station. If you are ex-peonage, working them for their respecting a transfer call for it on the tion and perhaps a suit of clothes a payment of your fare. If you know year, buggy-whipping husband, wife where you are going to get off in pay- and children as he pleases. And this ing your fare in order to make the kind of a thing he attempts to bring proper impression on the conductor to Birmingham, and it appears to have that he will not forget you and at- grown to the boiling point, and some tempt to collect the second fare, say immediate action must be taken by to him, Mr. Conductor, gently and the leaders of both races to divert nicely, I should like to get off at what- what seems to be a serious and dis- ever street or avenue your travel ter- astrous condition, coming to this dis- minates. All of the motormen and trict. What does a conductor need to conductors are not mean. Some of with a revolver? Are his passengers them are very thoughtful and pains- prisoners, escaped convicts, robbers- taking. We must co-operate with them. We cannot be guilty at any and disturbance makers? If such is possible, we need to increase our po- time of provoking trouble. If anything arises in this city that borders on se- lice force, and not make wicked and riousness, where life and limb are un- dangerous men out of motormen and safe, the colored man must come be- conductors by giving them pistols, per- fore the bar of public opinion with a mitting them, against all laws, to move clean sheet. Our safety is in the meas- up and down the car among decent- urement of justice. We must be fair in our own lives, if we would seek that of other men. The lack of co- people as a living arsenal. By what operation in Birmingham will not only authority does he carry a pistol? cripple the colored people, but will Would he not be a better man, with throw Birmingham out of line for the a more tenderly expression were he great things that await her in the fu- not depending upon a weapon that ture. A riotous man cannot be de- causes him to make utterances at pended upon; a riotous community is an unsafe community; a riotous city is a dying city, and the pity of the times he wouldn't dare think of if he situation is that, as many of the good people die as do the bad ones. We had no revolver? The conductor and must co-operate that none of the ap- motormen having a revolver, as peace- parent evils will be ours to bear.

## BIRMINGHAM STREET CAR TRAGEDY.

*The Post-Herald* accounts as taken from the Birmingham "daily news- papers, bring painful news to us, and record a state of affairs in our city that is very regrettable.

It would have been by far wiser on the part of the lady's friends and sympathizers for them to have given the conductor the fare demanded, even though it had been previously paid, than to have produced a panic in the open and caused trouble, the end of which is not yet in sight. Such causes the Negro Race, and the peculiar problems, which we now face, to take on new phases and to force us to cast about for new solutions. The conductor was wrong of course, to threaten the use of violence to a passenger on board, even though that passenger had actually and wilfully refused payment of car fare, when demanded, and the more especially, when that passenger was a female. But then, even though this conductor had actually attempted to execute the threat, it was certainly ill advised, if not down right foolish, for an irresponsible and unknown and unidentified passenger to begin

shooting up a car. To say the least, the Negro race is on trial as never before and the leaders must caution their younger element to use thought and patience and for-bearance even to the point of the extreme. The whole affair, from beginning to end, was without sufficient cause, and therefore all the more regrettable. Let us be willing to count the greater cost, and lose some seeming rights, even to a little personal mortification and embarrassment, to the end that our present day problems might be solved to the greatest advantage to the greatest number.

Only long-headed, far-sighted and highly-endowed leadership can possibly pull the Negro Race through these rough passages with the least possible fiction. If the conductor demands an unfair count, pay him that count, take his cap number and report the irregularity to the proper authorities. In the long run, such is the wiser and less embarrassing cause—leaving out the materila and other phases of the problem.

The leading and more responsible of both races must bring these matters under immediate control. Dr. Freeman and his league have a splendid opportunity to render a whole-hearted service. Would that some such far-sighted Race man had been along with sufficient cleverness to have advanced council, and if needs be, the actual coin, to all parties involved, to the end that no blood would have been shed, ill feelings brushed aside, and useless exchange of words prevented. The like has been done again and again, and should have been done in this instance.

Would that the street car authorities in the selection of public servants on their lines, would place men in chareg of passengers, most especially the Negroes, who fully understand the acute problems now facing us, and who are willing and anxious, as well as know how, to handle to the very best advantage the racial situation. Men of nervous and short sighted temperament have little business, if any at all, handling Race matters.

The leading business and professional men must not leave all to the pulpit and church. Men whose services are for sale, and whose oratory carries a price, and whose seeming influence are mercenary, must be avoided. Mediums, newspapers or otherwise, whose space for such purposes are on the market, must be taught that they are not needed in matters and times and conditions such as now confront us. To this end this publication is pledged.



# THE JIM CROW LAW.

200 W. ... News

JANUARY 4, 1919

Negroes, assembled at Raleigh this week for the celebration of the signing of the Emancipation Proclamation, passed resolutions urging the members of their race to do their utmost to have the "Jim Crow" railroad abolished. In other words, the negroes wanted the practice of having separate cars for whites and colored done away with and permit both races to mingle with freedom.

This action, on the part of the negroes in Raleigh, was one of the most unwise measures ever undertaken by the colored population. The negro has realized for many years that his best friend is the white man of the South. The North does not and never will understand the negro. It has been deemed best for all concerned to observe the Jim Crow law in the South. If the law were to be repealed at the present time it would cause considerable trouble.

It would be well for negro organizations throughout the State to go on record as opposing the action of the negroes of Raleigh and let conditions remain as they now are. The South appreciates the service which the negro has rendered during the war but the negro should not take advantage of this appreciation.

## JIM-CROW CARS

*Houston Suppressor*

C. K. BROWN, Contributing Editor.

One of the most exasperating phases of segregation directed against the Negroes of this country is the jim-crow car system. Members of the race who do any considerable amount of traveling are not only confronted with the humiliation of the jim-crow car system, but are also forced to suffer from the inconvenience of the system. To be constantly met with an effort to convince one of his inferiority is by no means the worst phase of the jim-crow car. In many of the cars provided for Negro passengers the inconveniences are numerous. Some colored men

smoke. On some of the trains no convenience is made for the colored smoker. Other conveniences are limited to the extent that they must be utilized by both sexes of the race.

In some sections of the South conditions are even more abominable. In many instances it is an impossibility to secure sleeping car accommodations. On the dining cars it is next to impossible to be served with meals.

When the United States government assumed control of the railroads of this country, it was thought that a remedy for these evil conditions was at hand. A committee of reputable colored citizens interviewed the highest

government officials in the management of the railroads with a view of having the Federal government remove the unjust discriminations. It is reported that these colored citizens were informed that before the Southern representatives in Congress would agree to government control of the railroads, they had to be assured that no Federal interference would be directed against existing laws in the Southern states relating to the jim-crow car laws.

At the last session of congress, Congressman Madden of Illinois, offered a bill in Congress to further amend an act entitled, "An Act to Regulate Commerce, Approved in 1887." This bill, if passed, will do away with jim-crow cars throughout all the territory of the United States.

The last Congress had a democratic working majority. The Congress now assembled has a republican majority. It remains to be seen whether, as it relates to the Negro, a republican working majority has any superiority over a democratic working majority. It is sincerely hoped that the spirit of Lincoln and of Sumner is not dead in the republican party.

To enjoy equal privileges, or accommodations, on all public utilities and in all public places provided by law, are rights for which we should fight. The government at Washington should be reminded that it is unreasonable and inconsistent with the genius of the republic to expect any class of citizens to be loyal and unequivocal in the time of war when the government refuses them protection at home in the time of peace.

### NO JIM CROW TRENCHES

WERE FOUND IN FRANCE

PHILA PA PUBLIC LEDGER  
JANUARY 23, 1919  
Only One Kind for White and Black  
but South Still Separates  
Races in Cars

To the Editor of Public Ledger:

Sir—Most of the States of the South compel by law the colored people to ride in what are called Jim Crow cars. The name itself is an insult; the law is an outrage upon the rights of American citizens. Some thoughtless white people see nothing wrong in this segregation of those people on railroads and trolley cars; but this is what a number of the proscribed race have to say of it:

"Jim Crowism is worse than mob violence. It kills the soul as well as the body. It works, not for one mad hour, but for twenty-four hours in every day. Its year's toll of victims is not three-score, but millions. It is not sudden death—it is worse; it is perpetual torture. 'Jim Crowism' with public dishonor is the real monster. Mob violence is only one of its manifestations. Inequality of citizenship is the real monster."

A fine old colored man of Ambler, whom I knew well, was Daniel Dowling, of Butler avenue, commissioner of highways of the borough. One of his boys, an educated young man, was conscripted and taken to France to help make the world safe for democracy. He did his part bravely and without flinching. There were no Jim Crow trenches over there; they were all alike, all equally uncomfortable and unsafe.

The boy's name is Charles Ralph Dowling. He writes his experience in the battle of Verdun and in the Argonne sector. He says: "I was in a seventy-two-hour drive, starting on September 27 and lasting until October 1. It was here we had our first whiff of poisonous gas. In the trenches we had to stand in water to our knees, and it rained most of the time we were there. We went through wire entanglements and across No Man's Land to the great struggle of the war. The Huns had themselves well entrenched with machine guns and snipers, and they put up strong resistance. We had an objective to reach and we pushed on, and after going through wire, woods and brush and the hardest kind of fighting we not only reached our point, but went a couple of miles further. After this we certainly had the boche on the run, and from then on he got no rest. I had my gun shot out of my hand and I received a flesh wound and another bullet went through my gas mask, cutting the hose."

Charles Ralph Dowling will not be subjected to the indignity of the Jim Crow in Ambler nor in Philadelphia, but 100,000 members of his race, whose homes are in the South, who went through similar experiences on the western front, will, when they return, even before being mustered out, have to endure such humiliating experiences.

I wish our white people everywhere would think, and think straight, in the terms of justice of race discrimination.

While trying to make the world safe for democracy, we should insist that democracy be made safe for the world.

"Justice, sir, is the greatest interest of men on earth."—Daniel Webster.

WILMER ATKINSON

Philadelphia, January 22, 1919.

N. A. A. C. P. MAKES PROTE.

TO U. S. RAIROAD ADMINIS-

TRATION REGARDING

GREENSBORO-WASH-

INGTON ACCOMO-

DATIONS

The following letter has been written to the U. S. Railroad Administration regarding accommodations on train No. 32 from Greensboro to Washington.

Mr. Eugene H. Lamb, Acting Chief, Bureau for Suggestions and Complaints, United States Railroad Administration, Washington, D. C.

Dear Sir: We are in receipt of yours of March 19th in which is reported to

us the result of an investigation of the accommodations for colored passengers on the Southern Railroad train No. 32, running between Greensboro, N. C., and Washington, D. C., We wish to say to you most emphatically that this reply is entirely unsatisfactory and that it cannot be harmonized with the statement in your concluding paragraph that it is the desire of the Administration to provide the best possible service to the greatest number of people. This reply has been made to us and to other complainants before.

The point to which we direct your attention is this: That separate coach laws are in effect in many of the southern states, North Carolina, among them; that these separate coach laws are regarded as an invasion of the rights of colored people to the quasi public service afforded by railroad carriers. Waiving this question, however, the Supreme Court of the United States has decided that separation of the races is not in violation of the Fourteenth Amendment that accommodations are equal.

Now, the question comes down to a question of fact, and as a matter of fact, in the specific case in point, that of train No. 32 on the Southern Railroad running between Greensboro, N. C., and Washington, D. C., your report of March 19 by its very terms admits that accommodations are not equal. May we say that equal accommodations on this train require that accommodations for colored people shall be equal to those afforded for white passengers, to wit, a clean car, with separate toilet accommodations for the sexes, with drinking water provided as in the coaches for whites. If smoking car accommodations are provided, such accommodations should be provided for colored as well as for white passengers, and in particular that colored passengers of both sexes, who are forced by law to remain in separate compartments, are not compelled to share a car with white smokers.

### Negro Preacher Jailed.

Rev. F. T. Turner, a negro preacher living at Barnesville, Ga., was arrested by Policemen Pittman and Patrick early Friday evening in a trolley car near the Terminal station on complaint of the conductor, who alleged that the preacher refused to move to the rear of the car to allow white persons to secure seats in front. The preacher denied the charges, and was locked up on the charge of disorderly conduct. He will be tried in the police matinee Saturday afternoon.



# ILLINOIS CONGRESSMAN FIGHTS FOR THE RACE

## Sweeping Condemnation of Unjust Discrimination — Against Special Accommodations for Any Class — Duty of Federal Government to Protect All Citizens.

### Return of the Railroads to Private Ownership.

Mr. MADDEN. Mr. Speaker, under authority granted me to extend my remarks in the Record on the question to the return of the railroads to private ownership, I wish to insert my testimony before the Committee on Interstate and Foreign Commerce of the House of Representatives September 5, on H. R. 376, which was introduced by me and intended as an amendment to proposed railroad legislation, as follows:

"Mr. Madden. Mr. Chairman and gentlemen of the committee, I compliment the committee on the patriotic work it is doing and appreciate the difficulties of the task it has before it. I am sure the country generally is watching the work of the committee with a great deal of interest. Everybody in the United States has come to recognize the patriotism of the men who sit on this great committee, their fairness, their Americanism, and their devotion to the enormous tasks that have been imposed upon them by reason of their assignment to this duty.

"My purpose in appearing before the committee this morning is to call your attention to a bill, H. R. 376, which I introduced on May 19, 1919. The bill is an amendment to the act to regulate commerce approved February 4, 1887, as amended, and I propose further to amend the act as follows. I will read the bill into my statement.

The CHAIRMAN, Very well.

"Mr. MADDEN, Section 1:

"That hereafter it shall be unlawful for any owner, operator, manager, trustee, receiver, or lessee of any transportation system or systems, by land or water routes within the territorial boundaries of the United States, of America and engaged in soliciting interstate commerce under a common control, management, or arrangement, or any servant, employee, or

any other person having connection therewith, to deny or refuse to furnish, by any device or method whatsoever, equal and identical rights, accommodations, and privileges to any person who shall pay, or offer to pay the uniform charges made for such equal and identical rights, accommodations, and privileges in interstate transportation, when such refusal is on account of race, color or previous condition of servitude of the person so applying.

"And it shall hereafter be further unlawful for any owner, operator, manager, lessee, trustee, or receiver of any system or systems of transportation within the territorial boundaries of the United States of America and engaged in or soliciting interstate commerce, or any servant, employee, or agent of such owner, operator, manager, trustee, receiver, or lessee, or any other person connected therewith, to operate upon any part of their transportation system any car, vessel, train or cars, or other conveyance in and upon which any person, being transported to a final destination beyond the boundaries of any State of Territory of the United States of America, or beyond the boundaries of the District of Columbia, and paying, or offering to pay the uniform charge made for transportation in interstate transportation shall, on account of race, color or previous condition of servitude be separated from any other passenger or be denied equal and identical rights, accommodations and privileges accorded any other passenger paying or offering to pay such uniform charges for interstate transportation, or be permitted to be assaulted, molested, or in any other way injured or oppressed by reason of the exercise of any right herein granted or protected.

"Sec. 2. That any owner, manager, lessee, operator, trustee, or receiver of any system of transportation as set forth in section 1 of this act who shall violate or connive at the viola-

tion of any of the provisions of section 1 shall, for each such violation or connivance, forfeit not less than the full sum of \$5,000, to be recovered in a proper United States court in an action on the case, to the use of each person aggrieved by such violation, together with costs, and reasonable counsel fees, to be fixed by the trial justice; and all other persons guilty of such violation or participation therein shall, upon conviction in a proper United States court, be fined \$1,000, or imprisoned in a Federal prison for one year, or both.

"Sec. 3. That the provisions of this act shall apply to the interstate operation of transportation systems under Federal control with like penalties and punishments for its violation.

"Sec. 4. That all acts, parts of acts, statutes, regulations, and orders not in conformity herewith are hereby amended, altered, or repealed.

"It occurred to me, gentlemen of the committee, that while the Congress of the United States is considering the propriety of transferring the railroads back into the hands of the owners under such terms as the committee and the Congress may think proper, it would be entirely appropriate to embody a provision in the legislation which would recognize the equal rights of all American citizens. I have always maintained and I maintain now that the Government has no right to draft its citizens in defense of its flag and compel them to yield up their lives that the country may be able to live, and at the same time say to those people that their rights are inferior to those of other citizens of the United States.

"There has never been a time in all American history when the loyalty of the Negro has been called into question. There has never been a struggle either for liberty of the country or for the protection of its institutions that the people of the Negro race have not in common with the people of every other race joined in the country's defense. We have just closed the greatest war in history; 3,670,000 American citizens were drafted or volunteered for service in the Army, 200,000 in the marines, 560,000 in the Navy, and of the number who served under the colors in defense of America's liberty 367,000 were negroes; 10 per cent of all of the men in the army.

Mr. Webster. How many did you say, Mr. Madden?

"Mr. Madden. Three hundred and sixty-seven thousand.

"The life of the Negro is as important to him as the life of any other man, and when he volunteers or is conscripted, with a probability that his life may be yielded up to his country, he has a right to expect his country to be sufficiently appreciative of the sacrifice he makes to do him justice, and unless the Congress does the simple act in its legislation now pending provided for in this bill it will be one more evidence on the

part of the Government that the Negro need not apply except in case of need.

"I was over in France. I visited every battle field. I went into every dugout. I saw the wonderful sacrifices made by our men over there and while I was at Romagne, in the neighborhood of the battle of Argonne-Meuse, in the valley of the Aisne close to Montfaucon, I saw the most wonderful devotion ever displayed by any people displayed by the Negro soldiers. We had 26,000 men killed in that neighborhood. They were buried where they fell in their uniforms, thrown into open trenches, side by side, without any attempt being made to cover them up, except in the uniform they wore, buried under 2 feet of earth. The War Department at the close of the war decided to establish a national cemetery at Romagne, in which it is proposed to bury all the men who fell in that neighborhood. A cemetery in which about 26,000 of our men had been temporarily buried as they fell in battle was situated at a place called Cunel, about 6 miles away from Romagne. I was there on the day that they began to take up the bodies from the Cunel cemetery after they had been buried three or four months and I remained to watch the process of removing the bodies. It was a terrible task. The bodies had become putrid, and the stench was almost unbearable, but the Negro Soldiers who were charged with the task of removing these bodies went forward to the performance of their task with loving hearts and gentle hands, dug the graves in which they lay, lifted them out tenderly, and placed them on stretchers.

"Four big men had all they could do to carry one of these bodies which had become much heavier than when placed in the grave, on account of the water penetrating the clothing and the putridity of the body itself. They took them up, laid them on a stretcher, threw a piece of tarpaulin over the face, carried them down about 1,000 feet to the roadside and placed them in pine boxes for burial in the National Cemetery. I have heard about the valor, bravery, patriotism and devotion, but no greater valor or more devoted patriotism was ever displayed by any men than the men who performed this loving task, and they were Negroes. They were not removing the bodies of their own men; they were removing the bodies of American soldiers, regardless of their color. It was a terrible job, but they went at it as tenderly as a mother would provide for the care of her new-born babe.

"Will anyone say that men who performed this sort of public duty in the face of the appalling conditions are not entitled to ride on an American train between two American States without having to change cars when they reach the border line of another State? There are 10,000,000 of these people in this country. No one has ever been able to ques-

tion their loyalty to the Government. They have stood loyal and devoted always. They are entitled to every consideration of the laws that is accorded to every other people. We make no distinction in the travel of the Japanese. If a man of Japanese birth boards a train anywhere in the United States he can ride anywhere else in the United States without being transferred from one car to another at a State border line. If a Chinaman, to whom we refuse to accord citizenship—and in this case the Japanese as well—goes on a train anywhere in the United States he can ride anywhere else in the United States without being compelled to change cars at the border line of a State. If 10,000,000 people loyal always, devoted, ready to sacrifice their lives whenever need be, shall not be given the consideration for which we have always contended then it may be truly said we are not a nation in the sense that we all like to apply it.

"Why should we have segregation and discrimination? Why should not a citizen of the United States, when people who are not eligible to citizenship are permitted to do it, be permitted to participate in the simple privilege of travel? We have no such discrimination in the northern states. If a man of any other race can go on any train and ride through as many States as he pleases in any coach that he has the money to pay for, provided he is a gentleman and behaves himself, no matter what his color may be, I contend that the 10,000,000 people who have always proved themselves worthy to be drafted into the country's service to defend its rights are entitled to be defended in their rights by the country they have helped to preserve.

"I think that this committee can do no more patriotic service to the people of America, they can do nothing that will bring greater honor to them than to so draft the law which they are now considering as to prevent forever in the future and discriminatory action in the right of travel as between Americans, for, after all, if we have in America any Americans, the Negroes are the Americans. They have been here longer than most of the other races. It is true they did not come here of their own volition, but that is all the more reason why now they should be treated with every consideration.

"They have men among them who have won fame in literature, in art, in letters; they have mechanics, bankers, merchants, lawyers, doctors, farmers, agriculturists—they are engaged in every activity that the other people of America are engaged in and successfully engaged in it. There is less literacy among them than in many sections among the white people of the country. They have made the most marvelous advance of any people in all time under all circumstances, and we who are in the majority in this country, can afford to be just, for, after all, the exercise of



power, unless it is justly exercised, is a menace to those who are affected by it. They are entitled to the protection of every law of the land. They are entitled to every consideration of justice.

The mere fact that a great many of these people are humble and inconspicuous is no reason why they should not be given the consideration to which they are entitled. Everybody must realize that they are entitled to every consideration that any citizen of the United States is entitled to. No man in the land should be either above or below the law. This should be a nation of laws and not of men. Every man in the land should be subject to every penalty of the law and all the protection of the Government under the law. It will not do to say that a man can be made subject to the rigor of the Government in this time of the Government's greatest danger. It will not do to say that a man shall be compelled to offer his life in the defense and at the same time say that he is unworthy of consideration in other respects.

"Mr. Rayburn. Is he not given due consideration in other respects?"

"Mr. Madden. He is not given due consideration in other respects. He should have the right that anybody else has under every law of the land. Every law of the land should apply equally to every man.

"Mr. Rayburn. What law does not apply equally?"

"Mr. Madden. The law of travel does not, for one.

Mr. Rayburn. You think not. Where is that?"

"Mr. Madden. That is everywhere in the South.

"Mr. Rayburn. They all have the right to ride on the trains?"

"Mr. Madden. They all have the right to ride on the trains, but are compelled when they get to the border line of another State to retire from the car in which they are riding and to enter such car as may be placed at their disposal.

"Mr. Rayburn. You are not complaining about their not having having the right to ride on the trains, you are complaining about not having the whites and Negroes ride in the same car?"

Mr. Madden. There ought not to be any special accommodations for any one class that is not furnished all classes. There ought not to be any segregation as between people in a given car.

"Mr. Rayburn. You want to force the Negroes to ride in the cars with white people when the Negroes themselves would rather ride in separate cars than to be mixed up with the white people?"

"Mr. Madden. I deny that the Negroes themselves would rather be in separate cars.

Mr. Rayburn. I deny that you understand the Negro.

"Of course that is the consideration of the gentlemen, that nobody un-

derstands the Negro except the people who live in a certain section of the United States. My contention is not for the Negro as such, but it is for Americans as Americans. I maintain that every citizen of the United States ought to have equal rights under the law.

"Mr. Sanders of Louisiana. You understand, Mr. Madden, that the white man is prohibited from riding in the Negro coach?"

"Mr. Madden. He does that as a matter of choice, of course. I do not think the gentlemen would deny that.

"Mr. Sanders of Louisiana. You understand that the law prohibits the white man from riding in the Negro coach?"

"Mr. Madden. I understand that. That is in order to prohibit the Negro from riding in the coach where the white man is, of course.

"Mr. Dewalt. May I ask you a question, Mr. Madden?"

"Mr. Madden. Certainly.

"Mr. Dewalt. We have in the regulation of traffic two authorities, one the Federal authority and the other the State authority, which is executive with reference to interstate commerce, that is, travel within the State?"

"Mr. Madden. Yes, sir.

"Mr. Dewalt. We have also the situation that the United States Government has no police power except that which was granted to it by the States, and all other police powers, not granted to the Federal Government, are reserved by the States. With those two items let us come to a conclusion if we can. In the first place, if it is true that interstate traffic is subject to regulation of respective States and if it be true that the Federal Government has no police power, except the powers granted to it by the States, and that all other police powers not having been granted are reserved to the States themselves, how can you consistently say that it lies within the power of the Federal Government to nullify those two propositions?"

"Mr. Madden. Well I might ask the gentleman a question.

"Mr. Dewalt. Perhaps you had better answer my question first.

"Mr. Madden. I would like to ask the gentleman a question as a lawyer, and then perhaps he can answer for his own question.

"Mr. Dewalt. All right. Mr. Madden. Does the gentleman from Pennsylvania contend that a passenger entering a coach in Pennsylvania, for transportation to Birmingham, Ala., should be compelled by any law of and State to retire from the car in which he began his journey, assuming that that car was going all the way through to Birmingham?"

"Mr. Dewalt. No; but I contend this, Mr. Madden: that whilst it is true that a passenger who buys his ticket, such passenger being a Negro, in Philadelphia, for Birmingham Ala., is really an interstate passen-

ger, and the company that carries him is engaged in interstate traffic, and that the Federal authorities would have the right to say that the companies thus engaged in carrying that passenger are subject to such regulation as the Interstate Commerce Commission or the Federal Congress might provide; nevertheless, I do say, as a lawyer, that the State authority, to-wit, the State of Alabama, to which the passenger was destined, would have the right under the police powers of the State to say that when he got to the edge of Alabama he could be requested to vacate the car in which he then was and take a car provided for him according to the regulations of the State.

**Threatens House**  
**11-21-With Riots**  
**South Carolina Congressman**  
**Says Bloodletting Would Follow Abolishing of Separate Sars.**

**MADDEN BILL LOST**  
**House Votes 114 to 12 to Continue Segregation on Passenger Cars.**

(Special to the Afro-American) Washington, Nov. 15.—By a vote of 142 to 12 the House of Representatives decided today against abolishing the Jim Crow Car in southern states. An amendment had been offered to the pending railroad bill by Representative Madden of Illinois, providing that no discrimination should be made in interstate passenger transportation against any native born citizen.

The debate on the amendment was warmly taken up by Representatives Stevenson, S. C., Blanton, Texas, Summers of Texas, Moore of Virginia, and Snyder of New York. This latter, a Republican, was the only Northerner to say openly he was opposed to the measure because he did not believe the colored people themselves wanted to be rid of jim crow cars. "We do not realize in our section what riding with colored people means in your section," said Mr. Snyder.

In defending his amendment Mr. Madden called attention to the fact that aliens like Japanese and Chinese are allowed to ride in any coach, and native born Negroes should be allowed the same privilege. He stated that alien Chinese and Japanese had done nothing to help win the war, while 400,000 Negroes had volunteered or were drafted to fight for Uncle Sam. He said the Negro was entitled to equal rights even in the South.

Stevenson of South Carolina declared that accommodations for white and colored passengers in the South were equal. (Testimony in the Committee showed that colored people are unable to get meals and sleeping accommo-

dations anywhere in the cracker states) He said Mr. Madden was attempting "to stir up race hatred in a section where we have abolished it."

Sumners of Texas made the usual cracker appeal, when he boasted of his Confederate ancestry, and explained that the abolishing of the Jim Crow Car might help the time when his granddaughter would mingle her blood with the blood of a grandson of a black neighbor. He said God put something in the breast of the white man that made race preservation above self preservation, and that the Jim Crow Car was one of the blind, unyielding, all sacrificing purposes of the dominant white race to control the situation. His final word, which must have been intended as a tragic joke was that separate cars were more for the benefit of colored people than white people, for if the Madden bill passed, an "irritating situation would be injected which will make the southern cities run red with blood of people you are trying to serve.

In answering a point of order made on his amendment Mr. Madden declared that taxpayers of the country are paying 20,000,000 yearly for separate cars for colored people in some southern states. He insisted that this sum would be saved if the jim crow car were abolished. On vote, Mr. Madden's amendment was defeated 114 to 12.

The railroad bill was passed by the House on Monday and now goes to the Senate. There is still a chance in the Upper House that the Madden Amendment or another like it might be inserted.

**WHITE MAN SLAPS A COLORED WOMAN**  
*The voice of the colored people*  
**Chance Remark by Colored Woman Invites a Most Cowardly Attack by White Passenger**  
**9-19-19**

Even the "Jim Crow" law is not enforced in Dallas, Texas, when it happens to work to the disadvantage of white passengers on the city street railways. As a result of the unequal operation of this peculiar law of the Southland, a colored woman was brutally attacked by a white passenger on the Harwood-Oak Lawn car at 8 p. m. Sunday.

The trouble started when a Negro woman protested against a white passenger taking a seat in the Negro section of the car, thereby causing the colored passengers to stand.

A white man overheard the remark, told her to shut up.

She refused, whereupon the white man slapped her in the face, knocking her down. Another colored woman,

who attempted to assist her friend, was in turn knocked down.

The trouble occurred while the car was passing through the business section of the city and at Murphy street most of the passengers, who had crowded to the front, made a hurried exit.

The white man, who had at the beginning of the affray drawn his gun, also alighted dragging the colored woman from the car with him. When she grabbed him about the waist he again knocked her down.

Officers took the woman in charge.

Passengers on the car claimed not to know the identity of the white man, but said the police officer who took charge of the woman did not place him under arrest.—Dallas Express.

**NEGROES MAKE CHARGE OF DISCRIMINATION**  
**MUNCIE IND PRESS**  
**JULY 10, 1919**

New York, July 10.—Charging that the railroad administration had issued an order discriminating against negroes in the sale of railroad tickets, the National Association for the Advancement of Colored People, 70 Fifth avenue, addressed an inquiry to Walter D. Hines, director general of the railroads, demanding in the "name of United States citizenship," the rescinding of the alleged order.

"We have been informed," stated the protest, "that for some time past the offices of the railroad administration have been discriminating against parties who were negroes. The United States railway ticket office at Cleveland, O., refused to sell to the Reverend H. C. Bailey, pastor of the Antioch Baptist Church of that city, a ticket from Madison, Ala., to Cleveland, which Mr. Bailey desired to send his daughter, Mrs. Lottie Beadle. The clerk refused to sell Mr. Bailey the ticket, saying that an order had been issued by the director general against such practice on the ground that it was 'encouraging colored labor to come North.'"

The association declared that the protest was backed by its 220 branches and its total membership of 57,000 persons. It was stated that the alleged practice constituted "an intolerable tyranny."

**VIOLATES JIM CROW LAW; GETS THIRTY DAYS IN PEN**

Savannah, Ga., Sept. 26.—Because he sat down next to a white woman who was a passenger on the Daffin Park street car Godfrey Blige was ejected from the car by the conductor and a group of men and handed to a policeman. For disobeying the "Jim Crow" law Blige was sentenced to serve 30 days on the Brown farm when brought before Judge Schwarz. The judge lectured to Blige about sitting next to white people and warned him of the danger of such a practice in the South.



# JIM-CROWISM VS. CIVIL RIGHTS

According to press dispatches from Jefferson City "A Jim-Crow bill was introduced in the Senate today (Jan. 21, 1919)."

This bill was introduced by Mr. "Von" Mayes, senator from Pemiscot County, and was read by the clerk, and of course there is no likelihood of such legislation becoming a law in Missouri; but the very fact that there is a man in Missouri, who is so dowered by race prejudice and so depraved by nature, that the signs of the times have not changed him, calls for some thought and consideration. In the first place; an analysis of his mind should be made by his fellow colleagues, and a sound, firm rebuke administered him for his folly, because constructive work is before that body at this session, and they have no time to waste with an obstructionist. In the event that this method fails in awakening him, we would suggest an alienist commission be appointed to inquire into his sanity, or a government official be called to see if the "Von" connected with his name has to do with his loyalty to the Constitution and laws of the United States; or to find out if he is a Rip Van Winkle who has been asleep ever since the Congress of the United States declared war with Germany.

When we read the press dispatches stating that such an un-American bill had been introduced in the Fiftieth Session of Missouri's General Assembly, we could hardly believe our eyes. We are wondering what manner of man is this Mr. Von Mayes. We are not unmindful of the fact that the same old bill has been introduced before in this State, but because we see the **Blood**, that priceless sacrifice which our brave, black boys of Missouri shed upon the battle-fields of No Man's Land, because we see them going "Over The Top" amidst showers of shot and shell, that this would-be law maker might be spared to be free in a free country, we can't help believing that Von Mayes is either vicious, ignorant of facts, or void of a spark of patriotism. Patriotism and Americanism, are the watch words of today, and any man who is not alive to the issues, is a "back number." Any man whose mind has not been developed to American ideals and principles of justice and fair play, has no business in the halls of any legislatures of this country, and, he is not a good citizen of the United States.

This man Mays should be interested in the progressive advancement of all the people of this state regardless of race or creed. The people of Missouri would honor him had he introduced a Civil Rights Bill making it a crime against the state for any one to discriminate against any citizen on account of race or color. That would have been the Big thing to do, that would have been the patriotic thing to do.

Missouri is known as the "Compromise State" between the North and South, and we hope that we have one man elected to the present General Assembly who is **Big** enough to introduce a Civil Rights Bill to become a law in this State.

UNCLE SAM ORDERS SLEEPERS FOR NEGRO TROOPS; WACO RAIL CHIEFS REFUSE BERTHS

A government order for sleeper reservations out of Waco to San Antonio Friday night bumped into a state law, causing complications and caustic comment on the part of several disappointed negro soldiers who had figured on using Pullman sleepers out of the city.

It appears that a white man with a government order for the sleeper reservations secured these at the ticket offices of the railroad, buying seven reservations, four uppers and three lowers. Three of the reservations were for negroes, but when they showed up for the berths they were told by the Pullman representative that they could not get them, as this was contrary to a state law in Texas. The negroes protested, but it did no good and they failed to get the berths.

The matter was the subject of some questioning and explaining between the offices of the railroad superintendent and the government representatives. It is understood, however, that an understanding was practically reached whereby no more requests of this character will be made for the negro soldiers.

## Two Jim Crow Car Incidents of A Day

Two incidents of the Jim Crow car infamy which are serious and significant occurred in the Jim Crow region on the same day last week and have been given publicity. Many serious incidents, some as serious as the ones published, happen daily but never find their way into public print.

The incidents referred to follow:

"Norfolk, Va., Feb. 6—Timely action by a petty officer last night prevented enlisted men of the navy from electrocuting a Negro whom they suspected of having slashed a comrade with a razor. The fight occurred on a crowded trolley car.

"E. J. Hahn, an enlisted man, attempted to force the Negro to occupy the "Jim Crow" section of the car, and a free-for-all fight resulted.

"Sailors seized a Negro suspected of the cutting and were endeavoring to lift him up to the trolley wire when the officer intervened"

"Birmingham, Ala., Feb. 6.—On Tuesday night about 7:30 on the Owen-ton-Ensley car on 17th street, an unknown Colored man shot and gravely wounded a conductor of a

street car.

"The trouble arose as reported over the payment of a fare. A Colored woman said she paid her fare and the fare of another Colored woman. The conductor protested she didn't and when the Colored woman said a second time she had paid the fare the conductor threatened to strike her and moved as if he would carry out the threat. A Colored man told the conductor not to "touch that woman," and the conductor then moved toward the man, who shot him down."

So long as racial legislation is enacted placing the governmental badge of inferiority upon the Negro and thus subjecting him to humiliating, degrading and unjust treatment by white men so long will there be trouble and disorder arising from such legislation.

In the white man's view and the Negro's as well nothing since the loss of the suffrage has so fixed the status of the Negro as an inferior to the white man and aroused in the latter the desire to compel the Negro's obedience to his will than the Jim Crow car law.

Jim Crow cars, a million times daily, remind the Negro that the law proclaims him an outcast; that he must be subject and submissive to the white man's will and teach the white man that as between him and the Negro his will is law and that each individual white man is sole arbiter and judge of the measure of comfort, accommodation, kindly or respectful treatment the Negro is to receive on Jim Crow cars or in any highway or byway, nook or corner in the sacred precincts of Jim Crowism.

The dishonesty, injustice

and crime of the Jim Crow is a feature of almost every phase of life where it prevails.

Conceived and enacted into law with a dishonest purpose and enforced dishonestly and in brutal fashion without the slightest regard to their rights it encourages dishonesty and brutality towards Negroes and disregard of the rights.

If any man has ever been able to offer one plea in justification of a Jim Crow car law it has never been published. The only excuse ever offered has been that it is necessary in order to guard against social equality.

It is an infamy that no race except the Negro would submit to in this country. And it has caused more bitterness and engendered more hatred on the Negro's part in his helplessness than any law ever enacted except the disfranchisement laws.

Can it be wondered at that there are occasional outbreaks exhibiting the pent up feeling of hatred against an institution that belittles and degrades an entire people? Such outbreaks show that despite the Negro's love for and obedience of law, at bottom he has the same feelings and is moved by the same impulses to resent outrage, insult and brutal treatment as other races.

Is it wise statesmanship to feed these impulses of resentment by continuous discrimination and injustice?



# JIM CROWISH MUST END 11-20-19.

We trust that the Republican House of Representatives will not fail in its patriotic duty to take high ground and courageous action upon the Madden Anti-Jim-Crow Amendment to the railroad bill. The railroads of the country will be shortly taken from Government control and returned to private ownership. The stalwart Congressman Madden of Illinois proposed an amendment to the Esch bill providing for the roads return which abolishes all separate accommodations on interstate travel based on race, color or previous condition of servitude. This amendment the House voted down on Saturday 142 to 12. Final action on the measure was postponed until the present week.

There was the same time serving, faint hearted action upon the majority of the Republicans who voted that has almost always marked their course. We find Congressman Snyder from New York taking full agreement with the position of Democratic Representative Summers of South Carolina. We trust that the colored voters of Congressman Snyder's district will fittingly rebuke him when his name appears in the Republican Primaries next September. We urge the colored voters of every Northern State to ask their Republican Congressmen when they come up for election next Fall to explain their vote on the Madden Amendment. They must know from this day forth who of their friends have the courage of their convictions. It has been this same cowardly supine indifference upon the part of the Republican Party in times past that has enabled the Democratic Party of Dixie to work unhindered its vicious will against the black man. The time is now when colored citizens in the Northern and especially in the close, pivotal border States must hold the Republican Party to a strict accountability. No question is ever settled until it is settled right. If the representatives of colored citizens whom their votes have helped to put into office do not stand up and have their votes counted upon the side of civic equality and justice for them they must revenge themselves at the next Primaries against such candidates. We do not believe that a single Congressman from New York could be found who would be so willing to vote against the human rights of the Jewish race in this country. We as colored citizens must make it equally hazardous for our representatives to vote against a square deal for us. There is no apology or excuse for any Northern Republican to now take any such attitude. There is no man with sufficient intelligence to be a Congressman who has such ignorance as not to know that separate accommodations mean inferior accommodations for colored people. But the same line of procedure as enabled the outlawed slave trade to continue and flourish, the same sort of hostility upon the part of the South and cowardly connivance upon the part of the North as enabled the Missouri Compromise, the Dred Scot decision and slavery itself to degrade the nation and chain a people, the same criminality upon the part of Dixie and false, craven sympathy upon the part of the North that made possible the Ku-Klux Klan, lynching and disfranchisement still holds sway it seems in the Congress of the United States. The following Associated Press report of the

part of proceedings is a duplicate with subjects changed of the debate in Congress upon all the inhuman wrongs practiced against the black people of the South. The report follows:

Representative Summers declared the action on the Madden amendment would determine "whether or not the people of the country down there who understand this situation shall be privileged to do the best they can and handle a difficult situation, or whether by national legislation you will inject an irritating situation that will make the streets of the Southern cities run red with the blood of the people you are trying to save."

## To Prevent Friction.

Full agreement with his position came from Representative Snyder (Rep., N. Y.), who declared the interests of safety made it necessary to prevent any race friction. "I am firmly of the belief," he added, "that we are confronted with difficulties enough in this country already without bringing in this issue at this time."

We say to the gentlemen of the Congress: Jimcrow cars are a national disgrace and a violation of the Constitution. In this year of 1919 after the World War for Democracy, the colored citizens of this Republic do not intend to stand for such outrage. The South may provide different classes of railroad passenger travel with accommodations according to prices charged. This will solve its railroad passenger problems and this is right. But the nation must eventually abolish jimcrow cars. If it is wise it will do it now!

## CONDUCTOR SHOT BY NEGRO ON CAR

*The Birmingham Post-Herald*  
GREAT EXCITEMENT CREATED WHEN GUN FIRES PEOPLE START OUT WINDOWS AND PANDEMONIUM PREVAILS

## THREATENED TO SLAP A COLORED WOMAN

Unknown and Unidentified Negro Orders No Violence to the Woman and Meets Conductor With Bullet When He Starts Toward Him—"I Mean, Don't Hit Her!"

Perhaps the greatest excitement in the downtown district of Birmingham was on the Owenton-Ensley car Tuesday night between the hour of 7:15 and 7:30. The trouble and excitement arose over a 5-cent car fare. The car was not overcrowded and perhaps this is one of the reasons that the trouble did not bring about more serious consequences. It occurred between Fifth and Sixth avenues.

The Owenton-Ensley car operates under one of the special provisions of the Birmingham district where the white and colored passengers are separated by a little board stuck in the

back of the seat marked "colored," and this notes the separation point. A few prominent colored men and women were present at this time and some of them state that they heard what they have never listened to before. They had heard stories of such things but had never witnessed one. Eyewitnesses make about the same statement. A Mr. J. W. Perkins was acting conductor and collected the fares. Mrs. Louise Harrison, the wife of District Manager J. T. Harrison of the Atlanta Insurance company, stated to the conductor that she had given him 10 cents and he failed to give her the change, the fare being 5 cents to Eighth avenue and Davis street, where Mrs. Harrison resides. The conductor asked the man just behind Mrs. Harrison, who was seated with another man on the car, "How much did you give me?" The man replied, "I gave you one 10-cent piece and haven't received my change." The conductor stepped back to Mrs. Harrison and said: "You gave me only a nickel; this is all the money I have in my hand, and you didn't give me any dime."

The disputing, one with the other, continued for a short while, when Mr. Perkins stated to Mrs. Harrison: "Don't you dispute my word! Didn't you hear me say you didn't give me but a nickel? I'll slap you out of that seat!"

"Don't hit that woman! Don't hit that woman! Don't you put your hands on her!" This voice came from near the door. It was all in a flash, state many who were present. The conductor turned

immediately and started toward the man, with his hand fumbling at his side, and in this position the unknown and unidentified colored man shot, shooting the conductor just above the pit of the stomach, and the ball penetrated his lungs, it is stated.

Great excitement and a few screams were heard. When the colored man passed out of the car he made one fire on the outside and those who were pursuing him made a quick to-the-rear retreat. The conductor was lying on the floor, stating that he was killed, shot to pieces and calling on God for help.

A special representative made immediate investigation of the shooting, and because of some of the staff being present, made immediate report to the authorities as to the incident, and how it happened, as near as it could be discerned on such a momentous provocation.

No one yet has been able to identify the man who did the shooting. Even his description is not clear. People round about the scene, both white and colored, expressed serious regrets and no threats were made. The action on the part of the man who did the shooting, as was the threat made by the conductor, created excitement for the moment. White and colored men were penalized. Women were trying to get through the windows, while others were hiding themselves under the seats.

The second shot was made by the fleeing man as he struck the ground and that again penalized the crowd. All were trying to travel and yet no one seemed to have an outline or program. After the shooting there was nothing to be done but what was done. It was unexpected. The trouble between Mrs. Harrison and the conductor was not of a boisterous nature and did not attract general attention until a threat was made to slap her out of her seat and in less than a minute the man was shot, the unidentified man off the scene and parties on the car almost to every individual, was absolutely startled, amazed, shocked and distressed beyond action or expression.

## 'JIM CROW' LAW AGAIN INTRODUCED IN SENATE

Similar Measure Has Been Defeated in Ten Previous Missouri Legislatures.

*The New York Times*  
JEFFERSON CITY, Jan. 21 (Special.)—Senator Mayes of Pemiscot, introduced a "Jim Crow" law in the state senate today. The bill requires railroad companies to furnish separate accommodations for black and white passengers. Virtually the same bill has been before ten different legislatures and defeated each time.



# Jim Crow Car Laws - 1919.

**OF POSITIVE NATURE**  
When Representative Madden of Illinois appeared before the Interstate and Foreign Commerce Committee of the House last week and advocated abolition of the Jim Crow car in interstate railroad traffic, the following dialogue took place:

Mr. Madden, Rep., Ill.:—The Government has no right to draft its citizens in defense of its flag and at the same time to say to them that their rights are inferior to those of other citizens of the United States. Japanese and Chinese are allowed to ride on trains on equal conditions with whites."

Mr. Reyburn, Dem., Texas:—"You want to force the Negroes to ride in the cars with the white people when the Negroes themselves would rather ride in separate cars than to be mixed with white people."

Mr. Madden:—"I deny that the Negroes themselves would rather be in a separate car."

Mr. Reyburn—"I deny that you understand the Negro."

Whenever a white man in authority finds himself on the defensive, and it becomes necessary for him to make public his reasons for treating colored people differently from other citizens, he falls back on the ancient bunk that the colored people themselves "want to be separate," "want to be by themselves," "want to be Jimcrowed," "don't want to mix with whites," "prefer their own kind," "take no interest in politics," "are satisfied with present conditions," "don't want representation on the School Board," and a thousand other glib excuses that come readily to the tongue.

From the Negro's point of view, the most noticeable feature of this situation is that the whites who make these remarks, always put them, in a white newspaper that refuses letters in reply by colored readers, or make them before a white audience, where there is no danger of colored people standing up and nailing the lie.

Down at bed rock, the struggles of the cracker element in the United States to keep the races as far apart as possible legally, while at the same time under cover of the darkness they make their way to the home of some dark skinned damsel, who in time rears a breed of mulatto children, these struggles are the dying effort of blind and irreverent men to turn aside the course of nature.

As Justice Wesley Howard of the Third Judicial District of New York, points out, in an article on the Psychology of Race Riots, which appeared in a recent issue of the New York Herald, nature has drawn a hard and fast line between the classes and species of animals that she desires to keep apart. Cats and dogs, robins and woodpeckers, trout and carp, do not interbreed, for if they did, we would soon have a conglomerate fauna. But between the races of men, nature has drawn no such lines. Blacks and whites, yellows and reds, blacks and browns, all intermingle and intermarry and are

as prolific as when they remain among their own color. Nature has made no barrier between the races as she has between the species of animals, and in the same way thru intermarriage, they may again become that uniform shade.

This is the thing, at bottom, Representative Reyburn and men like him are striving to prevent, and to use the words of Justice Howard again, opposing nature with their puny efforts. It is like ants trying to stop the flow of the Mississippi river, or mosquitoes trying to stop the rush of an Alpine glacier.

## CONGRESS GETS BILL TO CURB JIM-CROWISM *9-13-19* *Cleveland* Representative Madden of Illinois Sponsors Law to Aid Race

WASHINGTON, D. C., Sept. 10.—If the bill introduced into congress and fathered by Representative Madden of Illinois, to amend "An Act to Regulate Commerce," approved Feb. 4, 1887, is passed, the long cursed "Jim Crow" car, the blight on the race's traveling experience, will find its way to the scrap heap of discarded institutions of racial discrimination.

This bill provides that, "It shall be unlawful \* \* \* to deny or to refuse to furnish \* \* \* equal and identical rights and accommodations, and privileges to any person \* \* \* on account of race, color, or previous condition of servitude"—this to be applied to transportation systems "soliciting interstate commerce."

On Friday last, this bill was introduced before the Interstate Commerce Committee for a hearing. The Colored American Council, an organization purposing to study national legislation as it affects colored people, was represented at this hearing by a number of its members, several of whom argued and pleaded in behalf of the bill.

Representative Madden presented the bill. Mr. George H. Murray, counsel for the Colored American Council, presented an argument for the constitutionality of the bill, and the necessity of Congressional legislation. Introducing his argument, Mr. Murray said, "We gave the best blood and treasure of our nation, black and white, to confer upon the peoples of Europe freedom from ruthless crushing, soul-deadening blight of 'Culture.' I take it that it will require no great sacrifice for us to lay down our prejudices in order that the peoples of our own country shall be made politically

free. We have vanquished the enemy in the field of force; we have yet to vanquish him in the field of government."

In proof of the statement that "Jim Crow" accommodations are seldom, if ever, equal, Mr. Murray pointed out that coaches for Negroes were usually placed just behind the engine to catch the most heat and dirt and the greatest danger in case of accident or at the end of the train where danger in accidents is equally great.

Other speakers from the Council were Lieut. T. M. Gregory, who, in 1916, made a special study of railroad discriminations in the South, and who was prepared to lay bare the most convincing facts against the "Jim Crow" institution, and who made a most impressive presentation of these facts; Prof. A. W. Mitchell, formerly president of the State Industrial Institute, of Alabama; Mr. Edward B. Henderson, of Washington, and Capt. Louis R. Mellinger.

Capt. Mellinger, who served with the 92nd Division overseas, contrasted the return of the white and colored soldiers to the country for which both had fought, and recited some of his own experiences since his return.

Representatives Rayburn of Texas, Sanders of Louisiana, Simms of Tennessee, made vigorous assaults upon the bill, engaging in prolonged colloquies as to whether or not the bill was intended to infringe upon States' Rights, or to promote social equality among the races. After the argument of the Colored Council had been presented, however, these representatives were profoundly silent, or conspicuously absent.

The argument by the Council, it is stated upon high authority, made a profound and favorable impression. The vice-chairman of the committee declared that it was one of the most intelligently and thoroughly presented cases ever brought before the Interstate Commerce Committee.

**REPRESENTATIVE MADDEN OF ILLINOIS HAS OFFERED THE FOLLOWING BILL TO ENFORCE EQUAL ACCOMMODATIONS ON RAILROADS FOR NEGROES:**  
*9-20-19*

"SEC.—That hereafter it shall be unlawful for any owner, operator, manager, trustee, or lessee of any transportation system or systems, by land or water routes within the territorial boundaries of the United States of America and engaged in or soliciting interstate commerce under a common control, management, or

arrangement, or any servant, employee, or agent of such owner, manager, trustee, receiver, operator, or lessee, or any other person having connection therewith, to deny or to refuse to furnish, by any device or method whatsoever, equal and identical rights, accommodations, and privileges to any person who shall pay, or offer to pay, the uniform charge made for such equal and identical rights, accommodations, and privileges in interstate transportation, when such refusal is on account of the race, color, or previous condition of servitude of the person so applying.

"And it shall hereafter be further unlawful for any owner, operator, manager, lessee, trustee, or receiver of any system or systems of transportation within the territorial boundaries of the United States of America, and engaged in or soliciting interstate commerce, or any servant, employee, or agent of such owner, operator, manager, trustee, receiver, or lessee, or any other person connected therewith, to operate upon any part of their transportation system or systems any car, vessel, train of cars, or other conveyance in and upon which any person, being transported to a final destination beyond the boundaries of any State or Territory of the United States of America, or beyond the boundaries of the District of Columbia, and paying, or offering to pay, the uniform charge made for transportation in interstate transportation, shall, on account of race, color, previous condition of servitude, be separated from any other passenger, or be denied equal and identical rights, accommodations, and privileges accorded any other passenger paying or offering to pay such uniform charge for interstate transportation, or be permitted to be assaulted, molested, or in any other way injured or oppressed by reason of the exercise of any right herein granted or protected."

SEC. 2. That any owner, manager, lessee, operator, trustee, or receiver



of any system of transportation as set forth in section one of this Act who shall violate or connive at the violation or any of the provisions of section one shall, for each such violation or connivance, forfeit not less than the full sum of \$5,000, to be recovered in a proper United States court, in an action on the case, to the use of each person aggrieved by such violation, together with costs and reasonable counsel fees, to be fixed by the trial justice; and all other persons guilty of such violation or participation therein shall, upon conviction in a proper United States court, be fined \$1,000, or imprisoned in a Federal prison for one year or both.

SEC. 3. That the provisions of this Act shall apply to the interstate operation of transportation systems under Federal control, with like penalties and punishments for its violation.

SEC. 4. That all Acts, parts of Acts, statutes, regulations, and orders not in conformity herewith are hereby amended, altered, or repealed.

### The Anti-Jim-Crow

### Amendment To The

12-20-19  
The Daily Herald  
Senator France of Maryland has introduced an anti-Jim Crow Amendment to the Cummins Railroad Bill. The amendment is essentially the same as the bill introduced by Representative Madden in the House of Representatives and defeated on a viva voce vote in that body.

Mr. Madden has been criticized for his lax efforts in behalf of the measure and because he did not demand a roll call in order that the Republican Representatives and also Democrats from certain northern congressional Districts could be put on record. Mr. Madden's management of the bill was

not such as to warrant the belief that he was thoroughly interested in it and desired its passage so intensely as to use every effort possible to accomplish it. His handling of the measure seemed to have been more for the purpose of display to his constituents in Chicago, who are largely Negro, that he was making a fight to secure justice for the race on public carriers.

It is not only a question of discrimination but one of common honesty. No man possessing any acquaintance with the Jim Crow car system in the South or has been intelligently informed of the grossmen on record furnishes additional and weighty reasons why Negroes should determine to send a Negro advocate to Congress from every district in which their numbers entitle them to the right to make the choice. We do not draw the color line but choose nominees for office who are untrue to themselves if they fail to select men who fully sympathize with them in their struggles and the oppression which they suffer and who will work with energy, earnestness and faithfulness in behalf of justice and liberty for all men. And none can feel that sympathy and enter into the fight for equality before the law and the abolishment of discriminatory and unjust laws as one who himself is subject to those laws and the oppression arising therefrom.

His failure to demand a roll call and put the Congressmen on record furnishes additional and weighty reasons why Negroes should determine to send a Negro advocate to Congress from every district in which their numbers entitle them to the right to make the choice. We do not draw the color line but choose nominees for office who are untrue to themselves if they fail to select men who fully sympathize with them in their struggles and the oppression which they suffer and who will work with energy, earnestness and faithfulness in behalf of justice and liberty for all men. And none can feel that sympathy and enter into the fight for equality before the law and the abolishment of discriminatory and unjust laws as one who himself is subject to those laws and the oppression arising therefrom.

It is a vile, rank, burning and outrageous prostitution of legislation to cheat, degrade and humiliate a people first rendered helpless by disfranchisement.

The United Civic League of New York deserves high praise for refusing to let the measure die after its defeat in the House and for appearing before the Chairman of the Inter-State Commerce Committee and urging its passage as an amendment to the Railroad bill and for appealing to Senator France and other Senators, sincere friends of the race and believers in the square deal, to take up the measure.

THE DAMNABLE JIM-CROW  
The following account of the treatment of a respectable Negro woman and her child in Houston, Texas, on a city railway car illustrates the utter disregard with which Negroes are treated wherever the Jim-Crow prevails: 1-2-19

We hope that Senator France's bill will meet with a greater degree of success in the Senate than came to it in the House. At least we hope that Negro voters will know who are the friends of justice: what Senators believe it is right and just as between man and man for

Mims, colored, and her husband, Hon. H. L. Mims, president of the Houston branch N. A. A. C. P., have filed suit in the Fifty-fifth District Court against the Houston Electric Company for \$20,000 damages.

"The plaintiffs state that on October 1, she and her child entered a street car, and, finding all the seats reserved for colored occupied, sat down in a seat immediately in front of the marker, thinking the conductor would come and move the board, there being no white passengers at the time. Instead, she alleges, the conductor told her to vacate the seat. She did so, she says, at the same time asking that the marker be moved forward one seat. This he refused to do, she alleges.

"She then demanded a seat or the return of her fare. Both, she says, were denied, the conductor stating 'The niggers had enough seats already.'

"She continued to stand, she states, allowing her child to occupy the seat. Some distance down the line a white man, an 'alleged deputy sheriff,' got on and engaged in conversation with the conductor. Finally the white man, she says, commanded the child to leave the seat and threw her to the floor, causing her mouth and nose to bleed. The plaintiff says that when she protested the conductor 'hooted and jeered' at her and denied any protection."

"The man then struck her in the face with his fist, plaintiff alleges, and followed the assault by drawing a pistol. After that, she says, she and the child were ejected from the car and 'left to seek medical treatment.'—Houston Observer.

Discriminatory racial legislation is the first step towards destroying the civil and personal rights of a people and placing them absolutely under the feet and at the mercy of those not of their race to oppress and crush them.

It places the brand of inferiority declared or implied upon the race discriminated against; it lessens the re-

spect of all not of the race discriminated against and encourages, emboldens and gives full warrant to the lawlessly inclined to trample upon such rights and privileges to which the race discriminated against may be entitled. Such is the humiliating plight of the Negro in America today. Following disfranchisement, discriminatory statutes have been passed one after another until today in a large section of the country little consideration is given to his rights which as yet are unimpaired by statute.

Among the discriminating laws the most abominable, damnable and vicious is the "Jim-Crow." With it comes absolute and downright cheating frequently violent and brutal treatment; nearly always discourteous, insolent, insulting and humiliating treatment.

The treatment of the woman and her child in Houston, Texas, is only a daily happening in some city or cities in the Jim-Crow area. It happened in Batlimore last Friday at which time a Negro passenger was beaten by railroad employes because he refused to be Jim-Crowed on an inter-state passenger ticket.

There are no social features or functions to travelling in a public conveyance. And there is no more sense or reason in Jim-Crow cars than there would be in Jim-Crow counters in stores and other places of business.

The opportunities for social comingling or racial contact are a hundred times greater in the millions of stores, offices and other business places than on the trains or street cars. But the merchants will not stand for Jim-Crow agitation by politicians and consequently it can never be made an issue upon which to elect two by four Southern Politicians to office.

A determined, aggressive fight must be made on the Jim-Crow. We believe its strict enforcement will destroy it and that must be insisted on. Meanwhile money should be

raised to wage a determined fight through the courts to kill it.



# Jim Crow Car Laws - 1919.

## THE "JIM CROW" CAR IN CONGRESS.

Last week Congressman Madden of Illinois went before the House Interstate and Foreign Commerce Committee and urged the abolition of the "Jim Crow" car in interstate railroad traffic. This he did in support of a bill which he has introduced requiring "equal and identical rights, accommodations and privileges" for both races on railway trains. Mr. Madden declared that the Government has no right to draft its citizens in defense of the flag and at the same time say to them that their rights are inferior to those of other citizens of the United States. He added that Chinese and Japanese are allowed to ride on trains on equal conditions with the whites.

Representatives Rayburn of Texas and Sanders of Louisiana, members of the committee, answered Mr. Madden by stating that the Negroes of the South did not want to ride in the cars with the white people.

Mr. Rayburn said: "You want to force the Negroes to ride in the cars with the white people, when the Negroes themselves would rather ride in separate cars than be mixed up with white people."

Mr. Sanders said: "We of the South contend that the Negro prefers separate accommodations. Our Negroes down South, knowing they are not welcome in the white man's coach, don't go in."

Both Mr. Rayburn and Mr. Sanders hold the egotistic position of the Southern white man on this matter; that is, that with colored people who protest against the "Jim Crow" car it is a question of riding with white people. It is not a question of riding with white people, it is a question of paying equal fare for inferior accommodations, and of having to submit to the humiliation of being compelled to ride in this inferior place which is designated for them and no one else. To say that the white people are compelled to ride in the first class car is only to play with words.

Many people in the North make the same mistake regarding hotel accommodations. They think that a colored man in going to a white hotel is seeking to be with white people. The truth of the matter is he is looking for something to eat and a decent place to sleep. This whole idea is only a demonstration of the supreme egotism of the white man. He thinks to himself that the Negro looks up to him as a paragon, as the one thing to be desired and to be near. In truth, the Negro often looks down on him as the most damnable hypocrite, scoundrel and savage that the world ever saw.

The greatest illumination is shed on the mind of Mr. Sanders of Louisiana by his use of the phrase, "Our Negroes down South." Mr. Sanders is here using the phrase in just about the same sense as it was used by the slaveholders of Louisiana before the Civil War.

Sooner or later the Government must face this question of discrimination on the railroads which it is operating. And if the Government ceases to operate the railroads, the Supreme Court of the United States must face the question, at least, as it applies to interstate traffic.

We wish more power to Mr. Madden of Illinois.

*4/18/19 NATIONAL BUREAU 12-4-19*  
The alleged jim-crow car bill that was introduced in the House of Representatives by Mr. Madden was nothing more than a national bluff. The colored voters in this country must teach these sham Republican sympathizers a lesson. The Republican party has been playing hide-and-go-seek long enough. The Republican party had at one time entire control of both branches of Congress, the United States Supreme Court and the presidency, and then the colored Americans suffered and the "jim crow" South was in full blast. The time has come for the colored American to think for himself and to act accordingly. *Washington Bee 12-6-19*

The jim-crow car is a disgrace to modern civilization. There seems to be no redress to the oppressed colored American, no matter how loyal and patriotic he may be to the country whose Constitution he fights to uphold and whose flag he carries. If this country is ever involved in another foreign war the black man will be drafted and placed in the thickest of the fight. Be as it may, the black has learned some sense since the last war, and it will be found out if he continues to be oppressed by the enemies of this country. The German Kaiser would be given better consideration than the native-born colored American if this country brought him here. He would be lionized, and after a basket full of sham preliminaries he would be returned to Germany as a hero.

This country can do more bluffing, so far as colored Americans are concerned, than any other country in the world.

## Hearing on Congressman Madden's Railroad Bill

## Southern Representatives Bitterly Oppose Measure.

(Special to THE NEW YORK AGE)

Washington, D. C.—The process of enlightening Congress as to the various forms of injustice practised upon the Negro is being carried on with unabated vigor. The latest abuse to be brought to the notice of the lawmakers of the country, with a plea for its abatement, is the practice of extorting first class fare on railroads in the South for wholly inadequate accommodations.

Abolition of the "Jim Crow" car in interstate railroad traffic was urged before the House Interstate and Foreign Commerce Committee. Representative Madden (Rep., Ill.), who has introduced a bill requiring "equal and identical rights, accommodations and privileges" for both races on railway trains, urged that it be made part of the Esch Railroad Bill. Several Negro spokesmen appeared with him in behalf of his plan.

"The Government has no right," declared Mr. Madden, "to draft its citizens in defense of its flag and at the same time say to them that their rights are inferior to those of other citizens of the United States." He added that Chinese and Japanese are allowed to ride on trains on equal conditions with the whites.

"You want to force the Negroes to ride in the cars with the white people, when the Negroes themselves would rather ride in separate cars than be mixed up with white people," suggested Representative Rayburn, (Dem., Tex.). "I deny that the Negroes themselves would rather be in a separate car," said Mr. Madden. "I deny that you understand the Negro," Mr. Rayburn said. Representative Sanders (Dem., La.) said white men are prohibited from riding in Negro coaches. "We of the South," he added, "contend that the Negro prefers separate accommodations."

Our Negroes down South, knowing they are not welcome in the white man's coach, don't go in. You will admit that the great majority of Negroes of the country live in the South."

"Yes, but we think they should be treated the same in the South as in the North," Mr. Madden declared.

"The Negroes are treated better in my country than in your City of Chicago," continued Mr. Sanders.

"The affair in Chicago was an unfortunate situation that nobody can explain," Mr. Madden said.

Lieut. Gregory of Howard University complained because Negroes cannot have sleeping berths or meals on the trains in the South.

"You only have to walk to the Union Station here in Washington to see how the 'Jim Crow' car works," he said. "Every train going to Richmond carries one. Usually the baggage car is divided in two and the Negroes must ride in one half. Half of that is given over as a smoking room. It is used as an overflow for white people from their smoking car and by the crew of the train. There is but one toilet for both sexes and conditions are filthy."

## As To Railroad Accommodation

*The San Guard*  
T. S. SANDEFUR MAKES COMPLAINT TO DIRECTOR GENERAL.

*4-24-19*  
Camden, Ark., March 13, 1919.  
Hon. Walker D. Hines,  
National Director of Railways,  
Washington, D. C.

Sir:—

I am writing you to register as I think a righteous complaint. We, of our Southern States, are forced to pay full fare on railroads, with very poor accommodation.

We are compelled to travel in one end of a car, with one toilet for both men and women, and many times not room enough for our valises, etc.

We do not ask for equal accommodation, but for a reasonable accommodation. We are appealing to your sense of justice for a better accommodation, not equal, but reasonable.

Thanking you in advance for what you may be able to do along this line.



Very obediently yours,

T. S. Sandefur.

President of State Sunday School Convention.

DIRECTOR GENERAL  
HINE'S ANSWER.

March 17, 1919.

Dear Mr. Sandefur:

I am acknowledging for the Director General your letter of the 13th inst, with regard to the accommodations accorded to colored people traveling in the South.

Mr. Max Thelen, Director, Division of Public Service, is giving this matter his attention. Your letter has been referred to him for action.

Sincerely yours,

Brice Clagett.

Mr. T. S. Sandefur, Camden, Ark.

March 20th, 1919.

Dear Sir:—

Your letter of the 13th regarding the above subject fails to disclose the train, the railroad, the date, or between what points the conditions of which you complained existed. For this reason, therefore, it is practically impossible for me to conduct an intelligent investigation.

If you care to give me all available details, an investigation will be made with as little delay as possible.

Yours very sincerely,

E. H. Lamb,

Acting Chief.

SANDEFUR MAKES ANOTHER REPLY.

Hon. Sir:—

In answer to your letter of the 20th inst, as to the treatment of the colored people on railroad travels.

My letter of the 13th inst., complaining only of the treatment, affecting us on all the Southern railroads.

We have only one end of a car for both men and women and only one toilet for the accommodation of both men and

women.

Just a trip through this section of the country would satisfy any man that the treatment of the colored people, paying full fare, is not just. We are satisfied with being separated in our travel, and will be satisfied with a reasonable and decent accommodation.

You may investigate every railroad in Arkansas, and the same results will be obtained, and the same in almost every Southern state.

Thanking you very much for any consideration that will give us fair treatment.

Very respectfully,

T. S. Sandefur.

The Improved Jim Crow

In the last communication from the Railroad Administration during Director-General McAdoo's term of office in reference to the accommodations of Negro passengers it was stated that efforts were being made to provide "adequate" accommodations to the people of that race.

We have not yet found any Jim Crow legislation in which "adequate accommodations" were required and it has been difficult to arrive at a clear understanding as to what sort of accommodations were really sought to be given by the Railroad Administration as adequate.

A Negro passenger in a few hours travel from Washington to any point further South can, however, be easily and disgustingly enlightened. There is improvement in the Jim Crow cars and its sum total is that of more room. Instead of the former

half baggage coach cut into two parts, one for smoker and one for first class (?) passengers, compelling passengers to be crowded and jammed together like cattle, a full coach is now provided which seems to be "adequate" in seating capacity for the needs of Negro passengers. However a most casual survey of the equipment of the "improvement" reveals that the 'adequacy' promised and furnished by the great government, now operating the railways of the country and exacting the same railway fares from Negro passengers as white, is intended to apply only to one feature of comfort in Negro travel, that of avoidance of standing and indecent crowding. The coaches are second hand, dilapidated, worn and dirty. Evidently unfit for use for white passengers unless thoroughly repaired they were given over to the use of Negro passengers for whom it is no doubt supposed they are quite good enough. Meanwhile all coaches for white passengers are elegantly upholstered, clean and fully equipped, although they pay not a fraction of a cent more for superior comforts than Negro passengers.

It is time for Negro ability, energy and effort to be mobilized against this outrageous governmental discrimination. It was in the name of private operation, it should not be abided without the most strenuous contention under government operation.

Negroes should everywhere begin a campaign on

the injustice of the Jim Crow. Full coaches are now secured; decent ones should now be asked for and the fight should not be given up until a Negro's dollar is able to purchase the same amount of comfort and pleasure in travel as a white man's dollar.

The Right of Negroes To Travel Where They Will

The N. A. A. C. P. recently addressed a letter to Director-General Walker Hines protesting against an order alleged to have been issued by him forbidding the sale to persons in the North of tickets for the transportation of Negroes in the South to points in the North.

If such an order was issued by Mr. Hines it was a flagrant outrage, the exercise of despotic and tyrannous authority for which there is not the slightest warrant in law.

Although in Mr. Hines' state Negroes are regarded as without the pale of the protection of the law the courts are not yet willing to expressly sanction their treatment as slaves and peons. Under the laws of this country no railroad official can refuse to sell transportation to Negroes upon any different terms than it is sold to applicants of other races.

The issuance of this order is the application of the policy, in vogue in many parts of the South, of treating the Negro as a semi-slave, subject to the will of every individual white man and which finds expression in the demand of the politicians of the South for the repeal of

the fourteenth and fifteenth Amendments in order that the Negro can be controlled without fear of being called to account for violation of the federal law.

Since the beginning of the migration more than two years ago every means has been used, lawful and unlawful to compel Negroes to remain in the South regardless of their wishes in the premises. They have been treated as though they had no right to choose a home for themselves or the place where they should labor. In the minds of the white men who seek to wrongly prevent them from leaving the South the fact that their labor is needed in South is the only consideration. Any means that will force them to remain is justifiable.

The issue, however, is one of freedom, not one of securing needed labor for any portion of the country. As long as the Negro is lynched in the South, his children refused the education paid for by his taxes, his rights trampled upon, the courts deaf to his plea for justice and his very efforts to leave these surroundings and seek a home where he can breathe the air of freedom are met with unlawful obstructions he can be counted upon to escape when he finds a way.

The South will never again have a labor element stable, willing, ready to answer every call for service until the fair minded and justice loving men of that section arouse themselves and take a stand for justice to the Negro.



# Jim Crow Car Laws - 1919.

W. Y. F. WORLD  
JULY 25, 1919

News

Will "Jim Crow" Cars Solve Problem?  
To the Editor of The World:

The resolution of Senator Harrison of Mississippi calling for "Jim Crow" cars as his solution for the trouble in London is characteristic of the majority of Southerners, to have the negro shoulder the blame for every clash that occurs between the races. The assertion that "Jim Crow" cars will prevent future riots is ridiculous, to say the least, and does not tend to show that the aforesaid Senator is possessed of much sound judgment.

Soldiers, sailors and marines should be made to understand that the fact they wear the uniform of the United States does not hold them immune from punishment when innocent civilians are wantonly assaulted.

FRANK R. LAWTON,

New York, July 23.

MORFOLK VA DISPATCH

FEBRUARY 4, 1919

## JIM CROW LAW COSTS JERSEY NEGRO \$10

"Ten dollars fine will teach you the Virginia law," said Justice Tomlin in police court today, in passing on the case of W. J. Hogans, a colored man, who claimed New Jersey as his home. He was turned over to Officer Staub yesterday afternoon by Conductor Small who was in charge of a car from Atlantic City.

According to the conductor, Hogans refused to move to the rear of the car when requested by the conductor. In police court he declared he was of the opinion that no discrimination should be shown. That was his defense, and Justice Tomlin then imposed the fine.

## WHOLE CAR PROMISED TEXAS TRAVELERS

(Special to THE NEW YORK AGE)  
WASHINGTON, D. C., President M. W. Logan of Wiley University and J. Sheppard M. D., of Marshall, Texas, whose presence in the city was reported in the last issue of THE AGE, informed your correspondent that they were highly successful in their protests against traveling accommodations in Texas, which they made to the Federal Board of Railroad Control. Among other things they were assured that they should have a whole car to themselves and that it should be equipped with all modern conveniences.

SPARTANBURG SCHEERL

MARCH 9, 1919

## NEGRO WOMAN FINED.

Ocala Brown, a colored woman, was fined \$5.75 by Mayor Floyd yesterday morning because she purposely jostled against a white woman, who was boarding a North Church street car. Mrs. Kerr and her husband testified that Ocala pushed her way to the car steps and acted rudely and impolitely toward her.

## NEGRO WOUNDED BY CONDUCTOR GODWIN

Shortly after 8 o'clock Saturday morning a lively shooting scrape took place on a street car on Dexter avenue, near the crossing of Lawrence St., in which a negro, Charlie Stears, was shot through the leg above the knee by Conductor J. E. Godwin.

It was stated that the negro cursed the conductor when the shooting occurred. The negro is not seriously injured.

The negro swore out a warrant in the police court against Mr. Godwin, charging assault with attempt to murder. The case is set for a preliminary hearing in the police court Monday afternoon, before Judge Brassell.

There were not many passengers on the street car at the time of the shooting, on account of the early hour of the day, but a number of those who were on the car were badly frightened.

## "JIM CROW ORDER."

Notice has been received here by railways of the resolution which the railroad commission adopted to prevent "the commingling of the races, when boarding or leaving passenger trains at stations." The resolution follows: "Be it resolved, That all railroads operating in South Carolina be required, when stopping passenger trains at stations, in order to prevent the congestion of white and colored passengers, not to load or unload white and colored passengers at the adjoining ends of their respective coaches.

## MOVE TO KILL

## JIM CROWISM

## IS BLOCKED

Freeman  
29-19.

(Special to The Freeman.)

WASHINGTON, D. C., Nov. 21.—The House of Representatives was the scene of one of the old-time storm centers last Saturday morning, when the proposal of Representative Madden of Chicago, to amend the pending railroad bill, so as to abolish the restrictions imposed under the "Jim Crow" statutes of several Southern states. This led to a stormy debate on the race question.

During the debate the Southern members stated that Northern men did not know anything about the race question and cited the Chicago riots as indicative of the lack of the Northern man's knowledge of how to deal with the race problem. After the battle of words between the Northern and Southern representatives the measure was finally defeated by a vote of 142 to 12. Representatives Madden and Wilson of Chicago were among the 12 who voted for the amendment.

The amendment stipulated that the roads should furnish "equal and identical" accommodations for travel without regard to "race, color or previous condition of servitude." Representative Madden spoke in advocacy of the amendment, declaring that the separate accommodations now furnished cost the railroads \$20,000,000 and contending that, inasmuch as the govern-

Success